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[31-4]

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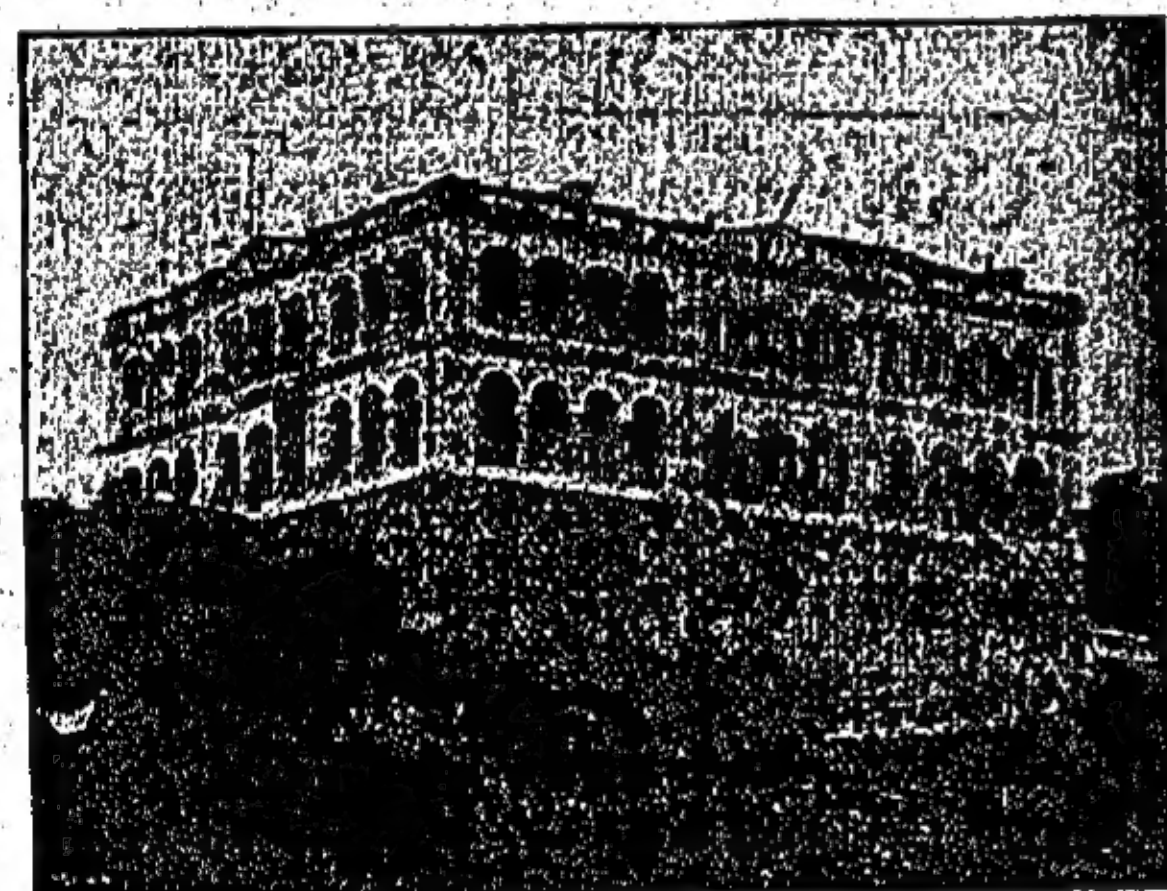
IN RETURN FOR SIX EMPTY TINS
WE WILL SEND YOU

ONE WESTMINSTER 1915 CALENDAR.

Hongkong, 6th January, 1915.

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Best attention and moderate rates.
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Hongkong, 21st December, 1914.

THE MANAGER.

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[101]

WAR NEWS.

GERMAN HATRED OF BRITISH.

The hatred against the British has now got to such a pitch among German officers and soldiers that they no longer salute each other in the usual way with "Good morning" or "Good-bye," says an Amsterdam telegram. According to a letter received by the *Hannoversche Kurier* from a Landwehr officer at the front, officers or men now say "The Lord punish England," to which the response is "May He do so!"

CHILD PINNED WITH A SWORD.

A "MODERATE INSTANCE" OF GERMAN
BARBARISM.

Corporal C. Minns, 1st The Queen's Regiment, who was wounded near Ypres, writes to his old schoolmaster as follows: "I have seen sights that have made me ill, and sights that I never want to see again, especially in Belgium. Mons was bad enough, but the present battle is ten times worse."

"For example, the day before I was wounded I was told with my section to take a house just outside a village. Of course, we started, but were severely handicapped by the fact that a woman was standing at the door of the house, at the point of a German bayonet, and a little girl 3½ years old was at a window—held there while a Maxim-gun was being fired out of the same window. We took the house, but I lost thirteen out of my section of nineteen, only to find the little girl pinned to the window-frame by a sword. We found twenty-three Germans in the cellar. I left my men there and went upstairs. We took no prisoners from that house."

"That is a very moderate instance of German barbarism, but they are all reaved with interest."

The corporal adds that he was captured on the night of October 23rd, but escaped in the morning.

FAIRY TALES.

KAISER'S "AIR NEWS" FOR BOER REBELS.

PRETORIA, December 5th.

It is officially announced that a telegram, the original of which is in the possession of the Defence Headquarters, was recently picked up by a patrol of the Union Defence Force in German South-West Africa containing news of the situation for dissemination among the German troops in German South-West Africa. Of this telegram the following is a literal translation:—

"Communicated from Angola:—In Angola the following English-Portuguese cables are published:—

"October 2nd.—Complete destruction of Russian fleet near Kronstadt.
"October 1st and 2nd.—Great sea battle, Heligoland. England admits five large warships, among them admiral's ship, destroyed. Two hundred and fifty thousand Hollanders occupy Belgium to clear the road for the German troops to France. At the same time Antwerp has fallen. Eight thousand English are imprisoned and 2,000 are disarmed in Holland."

"October 17th.—Kaiser wires guarantee of effectiveness of Boer Republics if they attack now. England allows Russia to pass the Black Sea fleet through. Declaration of war by Turkey on England and Russia, and Japan declares war on Germany. Refusal of German warships to be disarmed by Japan. America intervenes. Will not tolerate annexation of Chinese territory by Japan. Uganda Railway occupied by German troops; likewise those of the Belgian Congo, Rhodesia and North Rhodesia. The cruiser *Koenigsberg* destroys the English guardship cruiser at Zanzibar Harbour. The *Endeavour* blockades the Suez Canal."

TYRANNY IN LIEGE.

SHOPS LOOTED BY GERMAN WOMEN WITH RIFLES.

Two Belgian women who have recently left Liege to rejoin their husbands, who are serving with the army in France, have given to *Le Telegraphe* a detailed account of the conditions in the town since the German occupation.

They say that while the Germans have not actually committed any outrages and are conducting themselves with more or less restraint, they make their presence strongly felt. They have requisitioned everything in the town that can be of use to them, and the cost of living rises day by day.

"The large stores have been stripped by the wives of the German officers, who have come with their families, sometimes as many as five or six children. In the streets one sees these German women riding in motor-cars with rifles at their sides. They go into the shops, take everything that is of the best, and simply give vouchers in payment. For them it is so convenient, and not at all dear."

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

FIELD DAY.

1.—O.C.s. Companies and Sections are requested to send to the Orderly Room as soon as possible a list of the members of their units who were not on parade and the reasons for their absence.

DETAILS.

2.—Orderly Officer: 2nd Lieut. Murphy. Orderly Sergeant: Sergt. Frith. To furnish Guard to-night: Scouts Co. G. E. SWANBY, Adjutant, H.K.V.C.

WORK OF THE BRITISH NAVY.

OUR INCREASING SUPERIORITY.

STATEMENT OF MR. CHURCHILL.

Speaking in the House of Commons on the 27th November, Mr. Winston Churchill, First Lord of Admiralty, in the course of an important speech said:—

We have been at war for four months. I should like to consider how the process of attrition is working. The losses of submarines have been equal, as far as we know, but the proportion of loss has been much greater to the Germans than to ourselves, because we have more than double the number of submarines in constant employment. With regard to torpedo-boat destroyers, our boats have shown their enormous superiority in gun power, which, of course, was not unknown before the war. No loss has been experienced by us, while eight or ten of the enemy's vessels have been destroyed. Of the older armoured cruisers we have lost, I think, six and Germany has lost two. But there again the number of vessels of this class which we have disposed of was three or four times as great as that of our opponents, and we have of necessity to expose them more frequently and more openly to possible attacks. But the most important class of minor vessels is that of fast modern light cruisers, which have been built from the year 1903 onwards by Great Britain and Germany which are of good speed, fast vessels, are a most important factor in the course of the war. At the outset of the war Germany disposed of 25 of these vessels, and we disposed of 36. Since the war has begun we have lost two out of our 36, or one-eighth of the number; and the Germans have lost, shut up—I am including the *Breslau* in this calculation—practically a quarter of their modern light cruiser strength. We have been joined since the war broke out by a number of new cruisers greater than those which our opponents have lost, so that our strength to-day is vastly greater—beyond all comparison greater—than it was at the outset of the war. The prospects for the future are even more satisfactory, because we have an enormous delivery of cruisers rapidly approaching completion, and the possible cruisers which the enemy could get in the next 12 months from all sources cannot exceed a half of those on which we can count.

GROWTH OF DREADNOUGHT STRENGTH.

The relative strength in Dreadnoughts has been so often discussed in this House before the war that it may be interesting to review it at the present time and see how far our arguments of peace time relate to the actual facts which are now disclosed. I may say that, of course, I am giving no information which is not readily accessible to anybody who studies the published returns of peace time. When the war broke out we mobilized 31 Dreadnoughts and Lord Nelsons and Germany could have had and, I presume, did have, if her latest ships were ready, 21 Dreadnought battleships and battleships and battle-cruisers. So we were just a little under the 60 per cent. which we had always set before ourselves. Now I cannot, of course, say how many ships have joined the Fleet since, because it is a matter of great importance to keep secret the number of vessels which at any one moment are available with the flag of the Commander-in-Chief. It is the duty of every Englishman, every British subject, and every friend of our country to do his utmost to wrap that fact in secrecy and mystery. (Cheers.) But although I cannot tell the number of ships which have joined the Fleet since the declaration of war I can say, first, that the relative strength of the Fleet is substantially greater now than it was at the outbreak of the war and, in the second place, I can indicate the reinforcements which both countries will receive between now and the end of 1915. The maximum reinforcement which Germany can receive between now and the end of 1915—it is not possible to construct any other ships within the period, or by any human agency to add to these numbers—is three ships on the figures I have given—the *Lutzow*, the *Kronprinz*, and the *Salmais*, which is a Greek ship which will presumably be taken over.

FIFTEEN TO THREE.

Two years ago I set up a Committee at the Admiralty to go into the whole question of the acceleration of new construction immediately after an outbreak of war so that the greatest possible number of deliveries could be made in the shortest possible time. Very elaborate reports were furnished, and a complete system was worked out in every detail. In carrying out this system we have been aided by the patriotism and energy of the workmen in all the yards, who have strained their physical strength to the utmost, and have by so doing made themselves in fact the comrades of their fellow-citizens who are fighting in the trenches at the front. During this period, between the beginning of the war and the end of 1915, while the Germans will be receiving an accession of three ships we shall receive the following ships:—The *Agincourt* and the *Erin*, acquired from Turkey, the *Viper*, the *Benbow*, the *Emperor of India*, the *Queen Elizabeth*, the *Warrior*, the *Valiant*, the *Barham*, the *Resolution*, the *Ramilles*, the *Revenge*, the *Royal Sovereign*, the *Malaya*, and the *Amirante Latoro*, which has been acquired from Chile and will be renamed the *Canada*—a total of 15 ships in all. All these ships are, of course, of the greatest power of any vessels that have ever been constructed in naval history, and it is no exaggeration to say that we could afford to lose a super-Dreadnought every month for 12 months without any loss occurring to the enemy, and yet be in approximately as good a position of superiority as we were on the declaration of the war.

THREATS TO THE GRAND FLEET.

I hope these facts will be a comfort to nervous people during the months that lie before us. They prove that, so far as any policy of attrition is concerned, the results, so far, and the forecasts, so far as we may judge them, are not unsatisfactory to use. The conduct of the Fleet is exemplary. Any crime there is arises mainly among men who had been a long

time in civil life and who had not fully remembered the excellent precepts of their naval training. But in the Grand Fleet the conduct of the men is almost perfect. (Cheers.) The whole personnel of the Navy are a most intelligent class of skilled workmen and mechanics, and they have studied fully the conditions of the war, and followed with the closest interest the heroic struggles of our soldiers in the field, and the zeal and enthusiasm with which they are discharging their duties inspires these who lead them with the utmost confidence.

I think it is right to offer these few remarks of a more general character to the House, because despondent views are prejudicial to the public interest and not to be tolerated by persons in the responsible position of members of Parliament or in public situations. There is absolutely no reason whatever for nervousness, or anxiety, or alarm. (Cheers.)

PRESSURE OF SEA POWER ON GERMANY.

Mr. Thomas Gibson Bowles, addressing a meeting of the Institute of Shipbrokers at the Hotel Cecil last month, protested against the provisions of the Declaration of London, 1909; The Hague Conventions, 1907; and the Declaration of Paris, 1856, and urged their repudiation. In the first phase of the war, he said, Germany had been able to live upon her savings as it were—upon her accumulated stocks of such sea-borne food and raw material as in time of peace she had already obtained from overseas. The second phase was now approaching when, unless her stocks now depleted could be replenished, there must begin for her the period when she, like Napoleon and his allies, would have to pay 12 or more times as much as we paid for all sea-borne goods, and when her distress will become great and in the end unbearable. It was in this second phase that there would begin the desperate efforts of the oppressed belligerent to escape the pressure of sea power. That object was to be attained only in one way—by employing, if possible, the neutral vessels to carry on the trade which German vessels were now unable to continue. It was our business and our duty, Mr. Bowles continued, to prevent them from carrying on that trade. We must do it, of course, with every possible tenderness and consideration for our neutral friends, and do it, if possible, by permission and negotiation. It failed to prevent goods from reaching the enemy, our Fleet failed in the main final purpose for which it existed. Since the outbreak of war, three Royal Proclamations and three Orders in Council had been issued dealing with those matters, but most especially with the Declaration of London. Each one destroyed part of the declaration, yet the last of them ordered the adoption by the Navy and the Prize Courts of the wreckage thereof that remained, and there remained enough so to impair the power of the Navy as to reduce it to impotence.

PROPULSION BY RADIO POWER.

AMERICAN TORPEDO-BOAT TESTED.

GLOUCESTER, November 18th.

A wireless torpedo-boat, invented and perfected by John Hays Hammond, jr., at his radio laboratory, near his father's home on Lockout Hill, Freshwater Cove, was tried on Monday, before Col. Hann, U.S.A., of Boston, and a delegation of military and naval men. This was not strictly an official visitation, but a little later the Government will give the apparatus a thorough test.

The contrivance is a small boat rigged with two masts, between which are antennae familiar in wireless telegraphy. In the hull is the apparatus, which receives its motive power from electrical impulses of a powerful dynamo on the shore. The prop is virtually a huge torpedo. The boat is designed for propulsion against an enemy's ship, and if the stem comes in contact with a warship or of any other substance it is exploded by impact.

The boat is equipped with steering gear and can be instantly guided in any direction with the response of the most finely balanced yachting craft. A year ago it had been perfected to such a point that it could be controlled within a radius of six miles. Now, Mr. Hammond says, its capacity or distance is limited only by the power of the electrical force. Monday it was driven from Gloucester Bay to the Graves, off Boston Light, a distance of 23 miles, where it was controlled perfectly and brought home again entirely by electricity. All this was under the eye of Col. Hann and the Navy and Army officials.

On a dark, foggy night it would be possible to work this craft against a battleship, floating battery or other object from the shores of France or England. It could also be operated from a warship.

Mr. Hammond to-day informed the *Globe* correspondent that he had plans to make his torpedo-boat practically a submarine, but not entirely so. This model, which may be called semi-submerged, will run with a small part of the superstructure above the water. If the upper part were hit, Mr. Hammond says, it would make no difference, as the vital parts of the apparatus are submerged below in the hull of the boat. The craft would not be deflected from its course.

For the last two years the Government has had its expert, Capt. F. J. Behr, U.S.A., keeping in touch with its progress.

SHIPPING REPORTS.

The British str. *Changsha* reports: Fine weather throughout.

The British str. *Hollow* reports: Light airs and fine weather.

The British str. *Susang* reports: Strong monsoon south of Paracels and fine to Hongkong.

The British str. *Demodocus* reports: No monsoon, light northerly winds in Formosa Channel and slight fog.

INTIMATIONS

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MACGREGOR & CO.**

(ESTABLISHED 1854.)

SOLE AGENTS FOR

**FALCON
LAGER BEER**

GOOD

CHEAP

NOT "MADE IN GERMANY."

SAMPLES FREE.

WHY NOT TRY IT?

[16]

WHANGPOO CONSERVANCY BOARD.
Notification No. 55.

TENDERS FOR DREDGING PLANT.

TENDERS are hereby invited for the supply of A—ONE STATIONARY BUCKET LADDER RIVER DREDGE of an actual working capacity of about 400 cubic yards per hour in hard sand and 40 foot maximum dredging depth B—ONE STATIONARY FLOATING PUMPING PLANT (for pumping ashore dredged material contained in barges) capable of an actual working output of about 500 cubic yards per hour.

Tenders may be submitted for either or both of the above items. In case of tendering for both dredger and pumping plant, the tenders must be submitted separately for each item. Printed specifications may be obtained on written application to the Engineering Department, 6, Kowloon Road.

Sealed tenders for "A" marked "TENDERS FOR DREDGER" and for "B" marked "TENDERS FOR PUMPING PLANT," addressed to the "WHANGPOO CONSERVANCY BOARD, Shanghai," must be sent in so as to be in the Board's hands on or before Noon, March 17th, 1915.

The Board do not bind themselves to accept the lowest or any tender.

WHANGPOO CONSERVANCY BOARD.

Shanghai, 5th January, 1915.

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TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision, at the **NOMURA HOTEL**, Address—15, 16 and 17, Connaught Road. Telephone No. 400. Hongkong, 30th July, 1914.

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YEW LEE.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS

AND COMPRADORES.

15, LEE YUN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914.

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WAR MAPS

AND SMALL NATIONAL FLAGS

To Mark the Progress of

THE WAR.

For Sale at—

GRACA & CO.

Hongkong Hotel Building, Pedder Street

[103]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th October, 1914.

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A LING & CO.

19 QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Custom Made in Various Shades.

Telephone 1219.

Hongkong, 18th April, 1914.

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NERVE TREMORS.

JUDGMENT GIVEN FOR PLAINTIFF.

The case in which Mr. E. R. Dovey, an assistant at the Laboratory, gave expert evidence in regard to handwriting on his system of nerve tremors was concluded at the Summary Court yesterday. Oyager Singh sued J. V. Mendoza and R. V. Mendoza for \$500, money lent on I.O.U.s, the signatures on which the defendants denied.

At the previous hearing it was agreed that Mr. Dovey should examine all the essential documents in connection with the case, it being held that the constant peculiarities in handwriting could not be given in relation to only three I.O.U.s.

Mr. Dovey, giving evidence yesterday, said that he was of the opinion, after an examination during which hundreds of measurements were taken, that the suspected documents in the possession of the money-lender could not have been written by a second or third party. All the evidence which he had obtained in the course of his examination was against there having been an attempt at forgery. In his opinion the signatures were all made by J. V. Mendoza. The probabilities in favour of this opinion were a million to one. A forgery, witness added, was comparatively easy to detect, but the difficulties were increased if the forger was an expert.

Answering Mr. Brutton (who appeared for the defendant), Mr. Dovey admitted that even an expert could not positively say that a certain two documents were written by the same hand. However, he could say, as he had done, that the chances were a million to one against it.

His lordship remarked that it now came to this: The money-lender said he loaned the money to the first defendant, who signed the documents; the defendant said he knew nothing about it; and Mr. Dovey expressed the opinion that the documents were all in the handwriting of J. V. Mendoza.

Mr. Brutton contended that plaintiff's conduct in the case was very peculiar. He commenced an action against J. V. Mendoza for \$50, and at that time he did not mention the \$500 which he was now claiming. If the money had been owing, plaintiff would surely have sued for the two sums at once.

His lordship—These sort of people do not always sue at one time for the whole of the money owing but for some occult reason they keep a bunch of I.O.U.s. up their sleeves.

Mr. Brutton then submitted that the evidence pointed to the fact that there was a considerable sum of money owing by R. V. Mendoza to plaintiff, and the former having gone away, plaintiff looked around to see how he could get the return of his money. J. V. Mendoza, a "small boy," had paid before, and plaintiff probably thought he would pay again. Then, again, J. V. Mendoza was only fifteen years of age, and he asked his lordship if it was reasonable to suppose that a money-lender would lend \$500 to a boy, who was earning no salary and living with his mother.

His lordship—You do not always know what is in the mind of a money-lender.

Subsequently his lordship remarked that the evidence of the defendant and the plaintiff neutralised each other. As to the evidence of the expert, he had gone into the matter at great length, and he (his lordship) did not really see how he could refuse to be guided by what the expert had said. The chances were stated by him to be a million to one, and he did not see how anyone could get over that. He also thought it was within reason that the shape of the writing was, on the whole, the same, and he did not see how he could do anything else than give judgment for plaintiff, with costs.

Mr. Brutton pointed out that the first defendant was only a boy, earning no salary, whereupon his lordship ordered the \$500 to be paid at the rate of \$2 per month. The costs to be paid by arrangement with the solicitors engaged.

Mr. Russ represented plaintiff.

A NEW RAILWAY JUNCTION AT SHANGHAI. LINKING THE HANGCHOW AND NANKING LINES.

An important railway junction, which will have an enormous effect upon the transportation of goods from the interior of China to Shanghai and other influential centres, inasmuch as it will connect the Shanghai-Nanking railway with the Shanghai-Hangchow railway, will shortly be under construction, the *N. C. Daily News* states. The difficulties which have attended the conveying of passengers and freight by the Shanghai-Hangchow-Ningpo railway have long been felt, and when the new line is working many of these difficulties will be overcome.

MISSING COAL.

JAPANESE CHIEF OFFICER CHARGED WITH LARCENY.

At the Magistracy yesterday, before Mr. J. B. Wood, the Japanese Chief Officer of the *Komagata Maru* was charged with the larceny of a large quantity of coal and briquettes, the property of Messrs. Jardine, Matheson & Co., the charterers of the vessel.

Mr. W. E. L. Shenton (of Messrs. Deacon, Looker, Deacon & Harston) prosecuted, and Mr. D. J. Lewis (Messrs. Johnson, Stokes & Master) defended. Inspector Gordon represented the police, and Mr. P. S. Dixon watched on behalf of two coolies who are charged with receiving the coal.

Mr. Shenton explained that the *Komagata Maru* was chartered by the complainant firm to bring coal from Haiphong. They had a contract with the Societe Francaise des Charbonnages du Tonkin for the exclusive import into Hongkong of its Haiphong coal. On the 31st December, by the bill of lading which he would ask Mr. Lewis to admit, 3,765 tons of coal, including lump, small, and briquettes, were placed on board for shipment to Hongkong. The ship arrived in Hongkong on the 4th January, and the task of discharging the coal was commenced on the following day. By the tallyman's books it would be seen that there was a shortage of 321 tons of coal. On the morning of the 9th inst. one of Inspector Gordon's representatives saw a large quantity of coal—it amounted in fact to ten tons—being taken to a house in Yee Wo Street. The policeman's suspicions were aroused, and he questioned the coolie in charge. The latter produced a chit from the Japanese Chief Officer of the *Komagata Maru*, which read: "Please pass bearer of some sweepings from the above steamer to the shore." On the same morning another policeman saw ten tons of coal on a junk. Inspector Gordon communicated with the Chief Officer of the *Komagata Maru*, and the defendant replied stating that the sweepings of coal had been given the coolies by him for their services in cleaning up the ship, the coolies preferring to take the coal in lieu of hire money. Mr. Shenton said that two coolies would say that they received the coal from the defendant.

The defendant had made a statement in which he admitted giving the coal to the two coolies, and said he gave it to them because Messrs. Jardine, Matheson & Co. would not clean up the ship. Mr. Shenton understood that there was no obligation on the part of the complainant firm to clean up the ship. Amongst the coal there were whole briquettes and huge lumps, so it could not be called sweepings. Inspector Gordon, in evidence, stated that on searching a house in Yee Wo Street he found ten tons of coal, and had it removed to the Police Station. One of the coolies charged with receiving came to the Station subsequently, and demanded the return of the ten tons of coal which had been seized on board the junk. Witness detained the man, and searched him, with the result that the note-book produced, containing various entries, was found. The samples produced he considered to be fair samples of the coal seized.

The case was remanded.

BRITISH SUBJECTS AND ENEMY COUNTRIES.

WARNING TO BRITISH MERCHANTS IN CHINA.

The Japanese Foreign Office has received a message from London stating that the British Board of Trade issued the following statement on the 23rd instant:

"The Foreign Office has instructed the British Minister in Peking to issue an urgent notification that the proclamations of the British Government of September 9th and October 8th and 26th, relating to business done by British subjects with the subjects of enemy countries, are applicable to the order in question, to prohibit British subjects from doing business, as specified in the proclamations mentioned, with individuals or corporations residing or carrying on business in Germany, Austria-Hungary, and Turkey, and in their colonies or foreign possessions."

Business transactions between British subjects in the motherland and branch offices in neutral countries in Europe of commercial companies of enemy countries, which come under the category of transactions with their head offices, are also prohibited.

Business transactions between British merchants in Great Britain or in China and German, Austro-Hungarian, and Turkish subjects and business firms, with establishments in China, are not specifically prohibited, but the British Government considers it undesirable that such transactions should be carried on at the present time.—*Japan Chronicle*.

CHINA'S BUDGET.

From the information received from the provinces, the Ministry of Finance has compiled the following budget of the revenue of the Government for the fourth year of the Republic, which is partly based on the budget of the third year of Hsuan Tung:

Land Tax	\$ 71,377,547
Salt and Tea taxes	\$ 69,943,350
Likin	\$ 63,261,117
Customs	\$ 47,960,742
Miscellaneous taxes	\$ 117,993,010
Government property	\$ 27,555,069
Public loans	\$ 44,000,000

THE BOOM IN SHIPPING.

TONNAGE SCARCITY AND FREIGHTS HIGH.

FINE CHANCES FOR CHINA COASTERS.

The *N. C. Daily News* says:—For the past few weeks a rather unusual situation has been prevalent in the local shipping trade, and while tonnage is scarce and freights are high there is not much trade to speak of. Usually, a boom in shipping or high freights signifies a large cargo to be moved and freights move up, new ships come into the trade and freights are brought down; only when all tramps and other shipping available are engaged in other and profitable business do rates move up as high as they have done at present.

At present the cause of high freights is the want of tonnage, both in the local trade and at home. In the Far Eastern coast trade, the Hamburg-America and the N.D.L. are withdrawn on account of the war. The usual tramp steamers are partly engaged at home and partly in the south, in the Hongkong-Manila, Bangkok-Saigon-Hongkong and Saigon-Manila trade. The steamers on these routes are mainly engaged in transporting rice and other purely local products. Formerly, this business was practically in the hands of the Germans, whose steamers are laid up at present. The result is that in the Northern routes, the China Merchants', Jardine's and Butterfield's lines, besides the Japanese boats, have all the trade. There is more than enough of purely local traffic for these lines; hence, rates have moved up. So far as the total of the traffic is concerned, there is little likelihood of any increase.

THE OCEAN TRADE. In the ocean trade, there is little movement in the import-trade. But even for what there is, there are not enough steamers to carry it. The Government at home has taken about 1,200 steamers from the regular trade and is using them in the transport of troops, stores, wounded, etc., between the Continent and Europe. The French have taken all their tonnage, with few exceptions, for similar purposes, including that of transporting German prisoners to Algeria. German and Austrian vessels are all, of course, interned. Therefore, ships available for commerce are few in number—practically all of them British tonnage. These have to attend to American trade with the neutral nations, in Europe, as also the bulk of the South American business. Freights, therefore, are high, and few are available for the Far East.

CHINA EXPORTS AFFECTED. In the same manner, the export trade from China is also affected. The British and French are the only ocean-going steamers; and the French lines are very irregular. The few conference steamers that are running are finding profitable tonnage in Malaya in rubber and tin, and India also supplies paying cargo. Considerably reduced as the export trade from China is, there are not enough steamers to carry even the cargo at present bargained. It is stated that over 25,000 tons of cargo from Hankow, Tientsin and other northern ports are seeking space, which cannot be obtained at present at any price.

AMERICA'S CHANCE. Usually, the American lines are slack. Now that a large quantity of cargo, even that which used to go to Europe, goes through America, and there is a large passenger traffic, all the steamers in this line being fully engaged. As a matter of fact, there are not enough steamers to cope with the present traffic. Further, the route via Panama was opened during the war, and a large amount of cargo to New York, and even Europe, is going by that route.

The Japanese lines are all working as fully as can be expected; but their tonnage is not sufficient to meet the present demand.

It is believed that as the export cargo that is awaiting shipment will be moved as early as possible, the Conference may charter some steamers at an early date. The export trade is very slack, mainly owing to the impossibility of shipping cargo to Europe.

THE NEW JAPANESE CABLE.

LINE TO SHANGHAI NOW OPEN.

The new Japanese telegraphic cable between Shanghai and Nagasaki has been completed and is now operating, the line being opened on the 1st instant. Apparently, says the *N. C. Daily News*, no detailed information with regard to the service has yet been issued, and officially we are only able to learn that the cable, of the duplex type, was laid by the Japanese Post Office and that the charge for transmission of messages is thirty cents per Japanese word of seven letters, this tariff presumably applying to foreign words also. On the face of it, this rate is lower than that of the European lines, but actually the ten-figure code system generally in use will most probably have the effect of bringing the rates up to the forty-five cents hitherto charged.

It may be remembered that when the Great Northern Company's agreement with Japan was renewed some time ago, one of the conditions was that its rates should be lowered and that Japan should be allowed to lay a cable to Shanghai. The inauguration of the new line introduces a new element of competition, the course of which will be interesting, to follow.

ASSOCIATION FOOTBALL.

CONFUCIAN F.C. v. UNIVERSITY.

The following will represent the Confucian Football Club in their match against The University at 4.15 this afternoon on the Navy Ground at Happy Valley:—Leung Yuk Tong; Kwok Ping Kun and Fung Tai; Wong Pun; Shau Fui Ki; Fung Ka Ming; Tin Kwon Shau; Ip Kwai Sham (Capt.); Lam Yu Fun, Au Kit Sang, and Chan King Ko.

NAVAL CASUALTIES.

TOTAL LOSSES SINCE WAR BEGAN.

The Admiralty has issued a statement showing all the casualties in the Royal Navy and Royal Marines, including the Royal Naval Division, since the beginning of the war up to November 11th. The totals are as follows:—

OFFICERS.	
Killed	220
Wounded	37
Prisoners	5
Interned	46

MEN.	
Killed	4,107
Wounded	436
Missing	939
Interned	1,524

The tabulated list, showing date, ship, engagement, etc., and casualties, is as under:—

August 6th.—Amphion (mined): Officers killed, 1; wounded, 7; Men killed, 148; wounded, 25.

August 22nd.—Kennet (action off Tsing-tau): Men killed, 4; wounded, 6.

August 27th.—Highflyer (action with Kaiser Wilhelm der Grosse): Men killed, 1; wounded, 5.

August 28th.—Trawlers Crabbe and T. D. Irwin (mined): Officers wounded, 1; Men killed, 5; wounded, 8.

August 28th.—Action in Heligoland Bight: Arethusa: Officers killed, 1; wounded, 1; Men killed, 10; wounded 15.

Laertes: Men killed, 3; wounded, 3.

Laurel: Officers killed, 1; wounded, 1; Men killed, 10; wounded, 1.

Liberty: Officers killed, 1; Men killed, 7; wounded, 10.

Druid: Men wounded, 1.

Fearless: Men wounded, 8.

Phoenix: Men wounded, 1.

September 2nd.—Trawler Eyrie (mined): Officers killed, 1; Men killed, 6.

September 3rd.—Speedy (mined): Officers killed, 1; Men killed, 1; wounded, 2.

Trawler Kinsdell (mined): Officer killed, 1; Men killed, 4.

September 6th.—Pathfinder (torpedoed): Officers killed, 9; wounded, 2; Men killed, 250; wounded 14.

September 11th.—Royal Australian Navy (landing party on Island of New Pomeroy): Officers killed, 1; wounded, 1; Men killed, 2; wounded, 2.

September 11th.—Dwarf (West Coast of Africa): Men killed, 1.

September 14th.—R.N. Air Service (aeroplane accident): Officer killed, 1.

September 14th.—Carmania (action with Cap Trafalgar): Officers wounded, 1; Men killed, 9; wounded, 5.

September 20th.—Pegasus (action with Konigsberg): Officers killed, 2; wounded, 5; Men killed, 32; wounded, 56.

September 22nd.—Aboukir (torpedoed): Officers killed, 25; Men killed, 535.

Cressy: Officers killed, 25; Men killed, 535.

Hogue: Officers killed, 12; Men killed, 380.

September 28th.—Cumberland (recon- necting Mungo Bay in picket boat): Officers wounded, 1.

September 29th.—R.N. Air Service (transport work in Belgium): Officers wounded, 1.

September 28th.—Air Service (armoured car support in Belgium): Officers wounded, 1; Men wounded, 2.

September 29th.—Air Service (lost in Seaplane 77): Officers killed, 2.

October 4th to 9th.—R.N. Division (operations in Belgium and at Antwerp): Officers killed, 5; wounded, 4; prisoners, 5; interned, 46; Men killed, 32; wounded, 189; missing, 937; interned, 1,524.

October 8th.—Trawler Princess Beatrice (mined): Officers killed, 1; Men killed, 10.

October 8th.—Trawler Drummond (mined): Officers killed, 1; Men killed, 9.

October 14th.—Triumph (bombardment of Tsingtau): Officers wounded, 1; Men killed, 1; wounded, 1.

October 15th.—Hawke (torpedoed): Officers killed, 20; Men killed, 493.

October 17th.—Action off Dutch coast.—Legion: Men wounded, 1.

Loyal: Officers wounded, 1; Men killed, 1; wounded, 2.

October 18th.—Submarine E 3 (sunk): Officers killed, 3; Men killed, 25.

October 28th.—Sovereign (landing party near Neuport): Officers killed, 1.

October 24th.—Challenger (operations in West Africa): Officers wounded, 1.

October 20th to 31st.—(Belgian coast operations): Brilliant: Officers wounded, 1; Men wounded, 3.

Falcon: Officers killed, 1; wounded, 1; Men killed, 9; wounded, 13.

Humber: Men wounded, 3.

Mersey: Men wounded, 2; missing, 1.

Rinaldo: Men killed, 1; wounded, 13.

Sovereign: Men wounded, 2.

Vestal: Officers wounded, 1; Men killed, 1; wounded, 2.

October 31st.—Hermes (torpedoed): Officers killed, 1; wounded, 1; Men killed, 21; wounded, 6.

November 1st.—Action off Chilian coast: Good Hope: Officers killed, 62; Men killed, 807.

November 3rd.—Monsmouth: Officers killed, 42; Men killed, 693.

November 3rd.—Halsey (action off Yarmouth): Men killed, 1.

November 3rd.—Submarine D 5 (sunk): Officers killed, 1; Men killed, 20.

November 8th.—Trawler Mary (mined): Officers killed, 1; Men killed, 7; wounded, 2.

November 6th.—Air Service (lost in Sea plane 1,220): Officers killed, 2.

November 6th.—Espirole (Turkish rifle off Akabado): Men wounded, 2.

November 9th.—Sydney (action with Emden): Officers wounded, 1; Men killed, 4; wounded, 12.

November 10th.—(Action with Konigsberg): Chatham: Officers wounded, 1; Men wounded, 1. Goliath: Men killed, 1; Weymouth: Men killed, 1.

November 11.—Niger (torpedoed): Officers wounded, 1; Men killed, 15; wounded, 2.

The U.S.A. Navy League's pa- h'et- nances the deep ire of German- Americans, because it denounces Germany as the instigator of the war and proce- s to point out that it was the weakness of Luxembourg and Belgium that provoked Germany to attack them.

INTIMATIONS

LANE, CRAWFORD & Co. STOCKTAKING SALE

COMMENCING FRIDAY, JANUARY 15TH.

FOR TWO WEEKS ONLY.

WE HAVE MADE LARGER REDUCTIONS THAN IS OUR USUAL CUSTOM FOR THIS SALE TO ENSURE A SPEEDY CLEARANCE.

LADIES' DEPT. SPECIAL REDUCTIONS

HATS COSTUMES IN SKIRTS, COATS. GLOVES AND HOSIERY.

GENUINE BARGAINS IN GENTLEMEN'S

OVERCOATS, SHIRTS UNDERWEAR, WAISTCOATS BOOTS AND SHOES.

LANE, CRAWFORD & CO.

REMINGTON JUNIOR.

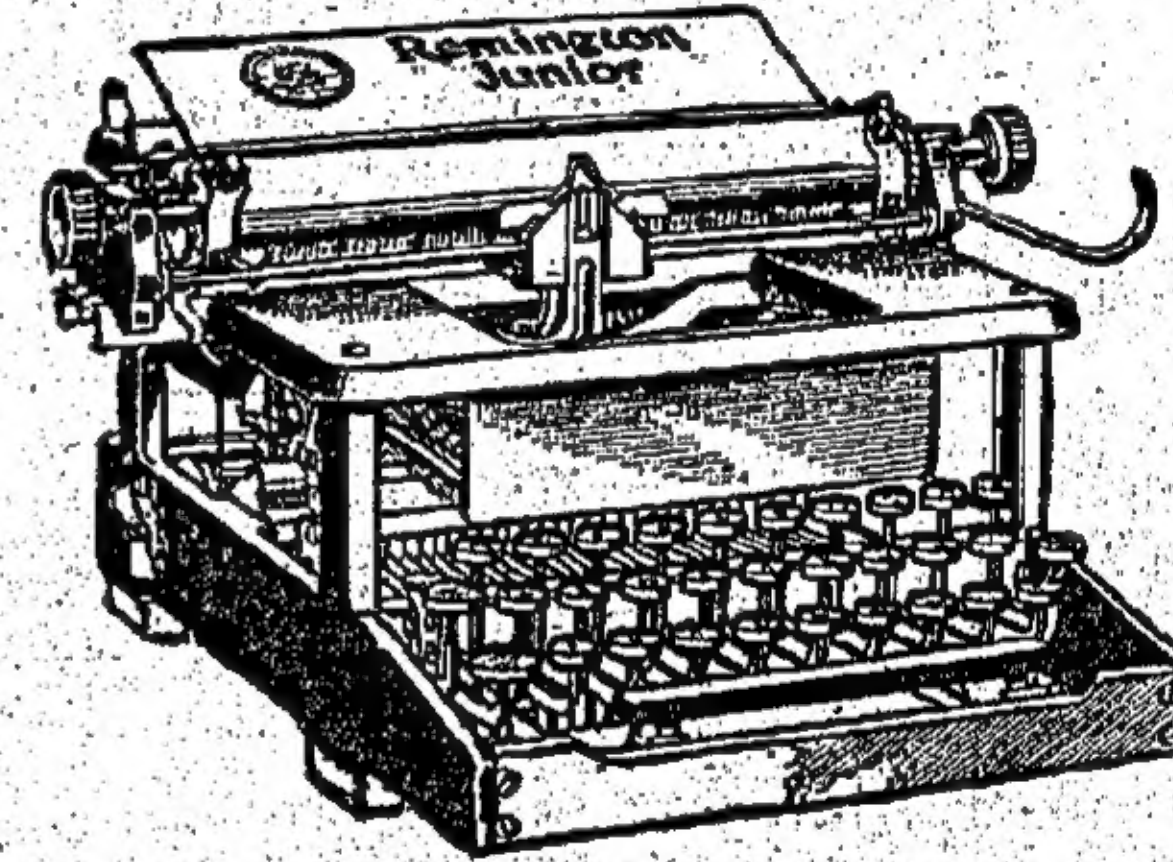
"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS, DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, book spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.

(INCORPORATED), NEW YORK.

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914.

NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY CO., LTD..

MOJI, JAPAN.

This is an Excellent Beer and moreover CHEAP.

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE,

WINE AND SPIRIT MERCHANTS.

TEL. 630.

Hongkong, 30th November 1914.

NEW ADVERTISEMENTS

NOTICE.

THE ANNUAL GENERAL MEETING of the LADIES' BENEVOLENT SOCIETY for Hongkong will be held in the Music Room of the City Hall on FRIDAY, the 15th January, 1915, at 12 o'clock. All those interested in the work of the Society are invited to attend.

A. M. C. GALE,
Hon. Secretary.
Hongkong, 13th January, 1915. [163]



SUPREME COURT.

IT IS HEREBY NOTIFIED that by command of His Excellency the Governor, and pursuant to the Public Health and Buildings Ordinance, 1902, an Election of two Members to the Sanitary Board will take place at the Supreme Court on FRIDAY, the 22nd day of January, 1915, commencing at 4 o'clock in the afternoon.

The following persons will be entitled to vote at the election, that is to say—

Such persons as are included in either of the Jurors' Lists referred to in section 7 (3) of the Jury Ordinance, 1887, and also the following persons exempted from serving as jurors, that is to say, unofficial members of the Executive or of the Legislative Council, barristers and solicitors on the roll of the Supreme Court; duly qualified medical practitioners; dentists in actual practice in the Colony; persons registered under the Pharmacy Ordinance, 1904; clergymen of the Church of England, Roman Catholic priests, ministers of any congregation of Protestant dissenters or of Jews functioning in the Colony; the masters of any school other than a vernacular school in the Colony; the professors, lecturers and other academic officers of the University of Hongkong; the editors, sub-editors and reporters of any daily newspaper published in the Colony; pilots licensed under the Pilots Ordinance, 1904; and persons of sound mind who have previously been included in either of the said Jurors' Lists but have been removed therefrom on account of age or infirmity. The election will be conducted in accordance with Rules contained in Schedule C to the above-named Ordinance.

The name of every Candidate shall be nominated in writing by one Elector and seconded by another and the said Nominations delivered to the Registrar of the Supreme Court not less than four clear days before the day fixed for the election.

Every Nomination shall be personally handed to the Registrar by the Candidate or his Nominator or Secondor.

In the event of the election being contested voting will commence immediately after the Nominations have been read and continue until 6 p.m., when the ballot-box will be closed.

C. D. MELBOURNE,
Registrar.
Hongkong, 11th January, 1915. [164]



PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On MONDAY,

the 15th January, 1915, at 3 p.m., on the Spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOTH AND MATCHES on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure, TERMS—Cash.

For Plan and Conditions of Sale, apply to—
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 12th January, 1915. [165]

NOTICE.

MR. PEDRO BOTELHO has This Day been admitted as a Partner in our Firm.
BOTELHO BROS.
Hongkong, 1st January, 1915. [147]

NOTICE.

NATIONAL ASSURANCE CO. OF IRELAND
Now merged in
THE YORKSHIRE INSURANCE CO., LTD.

WE HAVE This Day taken over the Agency of the above Company, formerly held by Messrs. REUTER, BROCKELMANN & Co., and all communications in regard to the Agency should now be addressed to us.
ARRATON V. APCAR & Co.,
14, Des Voeux Road.
Hongkong, 8th January, 1915. [148]

WANTED.

A BRITISHER, aged 31, with good business qualifications, thorough experience of Chinese and speaking fluently Cantonese, requires a Position in good Firm. No objection to outposts and would be agreeable to travel in the Interior.
Apply to—
J. M. Box No. 8,
Care of "Daily Press" Office.
Hongkong, 8th January, 1915. [146]

WANTED.

RELIABLE SHIP'S PURSER, with Knowledge of Catering.
Apply—
JARDINE MATHESON & Co., Ltd.,
Hongkong, 8th January, 1915. [146]

FRENCH LESSONS

G. MOUSSON,

18, MORRISON HILL ROAD.

TO LET.

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th November, 1914. [105]

TO LET.

NO. 168, TEN PEAK, "THE KENNELS."

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st January, 1915. [54]

TO LET.

NO. 118, BELLIOS TERRACE.

No. 7, "MOUNTAIN VIEW," PEAK (unfurnished).
ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.
"ROGATE," Austin Road, Kowloon, from 1st February, 1915.
No. 82, THE PEAK, (No. 2, CAMERON VILLAS) Furnished.
"KIRKENDALL" Furnished, No. 122, Plantation Road, Peak.
"BEACONFIELD," Battery Path.
No. 58, TEN PEAK (CAMERON VILLAS).
Apply to—
KIRSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 13th January, 1915. [43]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

1, HILL SIDE, 110, TEN PEAK.
GODOWNS, New Farm, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st January, 1915. [38]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,

Furnished.
Apply—
H. E. POLLOCK,
5, Queen's Road.
Hongkong, 3rd December, 1914. [51]

TO LET.

NO. 5, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.

RICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repaired to suit tenant's taste. Garden and Tennis Court.

For further particulars apply to—
H. M. H. NEMAZEE,
10, Des Voeux Road.
Hongkong, 3rd November, 1914. [47]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 4th January, 1915. [45]

TO LET.

NO. 2, OBSERVATORY VILLAS, Kowloon, Tennis Court.

Apply—
ARRATON V. APCAR & Co.,
Hongkong, 10th December, 1914. [69]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES AND ROOMS. Including a Fine Commodious Suite.

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.,
Hongkong, 23rd October, 1914. [36]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 9, Ice House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st January, 1915. [35]

TO BE LET.

FIRST FLOOR of 11, Queen's Road Central, from 1st March next, now occupied by the Telephone Company.

Apply to—
THE MERCHANTS BANK OF INDIA, LTD.,
Hongkong, 8th December, 1914. [66]

INTIMATION

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

CHAMPAGNE

DE

ST. MARCEAUX & Co.

REIMS

VIN BRUT AND VERY DRY

VINTAGE 1906.

PRICE PER CASE:

1 Doz. Quarts - - - \$63.00
2 „ Pints - - - \$65.00
4 „ Splits - - - \$68.00

CHAMPAGNE

DE ST. MARCEAUX & Co.

IS A

GUARANTEED VINTAGE WINE.

It is the most Popular Wine in England and Europe to-day, and invariably figures on the menus of Banquets, Dinners, and Suppers, given by Ruling Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

CREME

D'EPERNAY

A CHAMPAGNE OF FINE QUALITY.

PRICE PER CASE:

1 Doz. Quarts - - - \$36.80
2 „ Pints - - - \$39.00
4 „ Splits - - - \$41.20

[13]

DEATH.

PETRIE—On January 10th, at Muirhead Cottage, Zoar, Forfar, N.B., JOHN SMITH PETRIE, father of Thomas Petrie, Editor of the South China Morning Post, Hongkong. Deeply mourned. (By cable.) [51]

HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 13TH, 1915.

TRADE DEVELOPMENT IN CHINA.

A RECENT weekly report by a well-known Shanghai firm, commenting on the obstacles to trade development in China, ascribed the present depression, in the main, to the effects of the European war, and the consequent limitation of markets on China's export trade. "The export trade is China's eye-lamb, and with an adverse trade balance of one hundred and forty million taels annually (taking an average of the last ten years), a large amount to be met annually in interest on foreign loans, together with the quarterly indemnity payments for her Boxer indiscretions, she cannot afford to have her eye-lamb injured, although she herself makes no appreciable efforts to foster it."

By a curious coincidence, at almost the very time that this was being penned, there was issued a Presidential Mandate on the "Encouragement of Industry and Commerce." We are all so well acquainted by now with the standard form of documents of this type that there is no need to discuss it in detail—we have the usual string of platitudes pointing out that "the improvement of our manufactures will ultimately benefit the nation," and that "the question of improving our economic conditions is very urgent at present," and then the whole matter is referred to the Ministry of Agriculture and Commerce. He would be a pronounced optimist who looked for any fruit from these pious hopes: similar suggestions have often been made before, and the only reason why the latest scheme—or rather, the present vague uncrystallized idea—may have a slightly better chance than its predecessors had is that economic pressure was never before

so severe in China, and her financial and commercial position was never so precarious. As the Shanghai merchants have pointed out, it is to the development of her export trade that China will have to look for her commercial salvation, and the development of the export trade can be secured only by a corresponding improvement in the internal supplies. The Government Council, as a matter of fact, appears to look rather to her manufactures to save China, but the present state of machine-using industries certainly does not indicate that China will, for some time to come, be able to produce within her own borders the manufactured goods which she now imports. An increase in her exports of native produce is far more feasible: there is probably not one of these that could not be at least doubled were the production scientifically controlled. The first instance of this, and the most glaring, is, of course, mining, but of that we prefer not to speak. To take other items at haphazard, wool, timber, wheat, tea, and silk are all commodities which show in a marked degree how China's export trade is suffering from her rule-of-thumb methods. Her tea trade has left her simply because she took no care either to adapt her growths to the popular taste or to adapt the plants cultivated to the conditions under which they existed, so as to obtain the best possible yield. The same seed sown year after year, no experiments made with fresh varieties, no question as to whether there might not now be something better than what their remote ancestors had known—these are some of the main causes that have killed China's tea trade. In the same way, her export of timber is capable of great increase if only steps were taken to increase the supply. Afforestation has proved such a success in the few places in China where it has had a fair trial that it is impossible to believe that there are not many other places where it would succeed equally and build up a new industry. Again, there are in the West—in Yunnan, on the Tibetan border, and in the mountainous west of Szechuan, miles on miles of uplands that would be perfect pasture lands. All that would be needed would be some care in the first place to select the breed of sheep calculated to thrive best in these conditions—for here again we refuse to believe that the native, unselected and unimproved, breed that has existed there for centuries is the last word in stock-raising lore—and then see that the breed is not allowed to deteriorate, and that proper care is used in preparing the fleece. The same may be said of wheat, and indeed of almost every Chinese product—what is needed is care in selecting the most suitable varieties, and if this point were attended to consistently for a few years, we have no doubt that China's production of foodstuffs and of other exportable commodities would be so increased that the adverse balance of trade would, at the least, be very considerably diminished.

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THE WAR.

FITFUL FIGHTING ON ALL FRONTS.

LORD KITCHENER AND THE DURATION OF WAR.

WILL LAST "A GOOD BIT LONGER."

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FRENCH CAPTURE MORE TRENCHES.

LONDON, January 11th.
5.20 p.m.

To-day's Paris *communiqué* says:—
From the sea to Lys there has been intermittent cannonading.
Our batteries at Ypres effectively replied on the German trenches.
We seized a trench at Le Boiselle after violent fighting.

Our troops, north-east of Soissons, repulsed an attack, and then carried two lines of trenches along a front of 800 metres, and obtained complete possession of Spur No. 132.

There have been artillery duels also in the Aisne and Champagne regions. We bombarded the enemy's trenches, shelters and reserves.

Northwards of Perthes we defeated counter-attacks, and made progress, capturing 200 metres of trenches.

The enemy made a strenuous endeavour to re-capture the redoubt to the north of Beauséjour. They attacked with two battalions, in the second case in close formation, but both were repulsed with most severe punishment.

Elsewhere the front has been maintained.

There has been a heavy fall of snow in the Vosges.

Some shells fell at Old Thann and on Hill No. 435.

GERMAN AEROPLANES

LONDON, January 12th.
3.15 a.m.

The Paris *communiqué* last night stated that there is no change in the situation.

Two German aeroplanes attempted to approach Paris, but French aircraft repulsed them.

PRESIDENT POINCARÉ'S CONFIDENCE.

LONDON, January 12th

President Poincaré, speaking at Haebrouck after returning from the front, expressed the opinion that we ought now to be more than ever confident of the triumph of civilization over barbarism.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN TRICK THAT FAILED.

LONDON, January 11th.
5.25 p.m.

A Petrograd *communiqué* states:—
The Germans, night and day, attempted to attack our first line on the left bank of the Vistula, but were repulsed.

The Germans attacked and reached our entanglements eastward of Skermevic. They began shouting "Don't fire on your own men," but the Russians were not deceived and poured a murderous fire on the attackers and then counter-attacked, driving the Germans back with great losses.

We maintained contact with the enemy in Galicia.

TWO TURKISH COMPANIES CAPTURED.

LONDON, January 12th.
7.15 a.m.

A Petrograd *communiqué* says:—
The Russian Army in the Caucasus has achieved further successes, capturing two Turkish Companies and two mountain guns.

HONGKONG'S OFFENSIVE BYWAYS.

DISCUSSION AT THE SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held yesterday, the Head of the Department (Mr. G. N. Orme) presiding. There were also present Hon. Mr. E. R. Hallifax, Hon. Mr. E. R. Hewett, O.M.G., Lieut.-Colonel Gordon Hall, Dr. Fitzwilliams, Mr. F. B. L. Bowley, Mr. Chan Kai Ming, Mr. Ng Hoo, Tsz, Dr. Francis Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen-Rowlands (Secretary to the Board).

A letter was read from the Government in reply to the report of the Committee of the Board appointed to consider the best means of dealing with the present insanitary condition of certain lanes and passages which are used in common by two or more tenants. The letter intimated that the sub-section recommended to be added to Section 29 of the Public Health and Buildings Ordinance would be considered when the next amending Ordinance is contemplated.

Mr. E. B. L. Bowley inquired—That is not satisfactory, as it may mean a postponement for years.
The MEDICAL OFFICER OF HEALTH inquired—I do not think there is any fear of "postponement for years." There is an accumulation of small amendments which are sure to be taken in hand at no distant date; perhaps after the war is over.

Mr. Bowley expressed his dissatisfaction at the Government's reply to their recommendation, and emphasised the necessity of dealing with the matter at once. The matter had been discussed for a good many years, and it had been fully considered by the Special Committee of the Board, and the Committee and the Board were unanimous in recommending this addition to the Ordinance. The British Empire had adopted the motto of "business as usual" for these not on active service, and although they knew that several honourable and gallant members of the Council were taking a very active part in the defence of the Colony, that did not occupy the whole of their time, and there was plenty of time to pass uncontentious amendments to the law. He proposed as a resolution that the Government be requested to take the subject in hand at an early date.

Dr. FITZWILLIAMS seconded.
The MEDICAL OFFICER OF HEALTH proposed as an amendment that the matter be allowed to stand over, and to come up before the Board again in three months' time.

Hon. Mr. HEWETT seconded.
The PRESIDENT asked the members to allow the matter to stand over. There were some more amendments to be made in the Public Health and Buildings Ordinance later on, and it would be better if the sub-section suggested by the Special Committee of the Board be added to the amending Ordinance together with the others, thus avoiding the inconvenience of separate amendments.
The amendment was put, and for it there voted—The President, the Medical Officer of Health, Hon. Mr. Hallifax, Hon. Mr. Hewett, and Lieut.-Colonel Gordon Hall. Against—Dr. Fitzwilliams, Mr. Bowley, and Mr. Chan Kai Ming. Mr. Ng Hoo Tsz did not vote, and the amendment was therefore carried.

SANITARY BOARD ELECTION

It is notified that an election of two members to the Sanitary Board of Hongkong will take place on Friday, the 22nd inst. An official advertisement on the subject will be found in another column. Mr. F. B. L. Bowley and Dr. Fitzwilliams are the members retiring by rotation.

SHIPPING TRADE IN JAPAN WATERS.

BRISK DEMAND FOR JAPANESE TRAMP VESSELS.

The coast shipping traffic of Japan is now at the lowest ebb, the steamer-freight on coal between Moji and Yokohama having declined to the 3rd-rack rate of 50 sen per ton.

The reverse is, however, the case with the ocean-going service.

A dearth of vessels is now painfully felt for cargoes destined to America and India, which lie congested in a considerable quantity of over 5,000 tons class.

Tramp vessels of over 5,000 tons class, which were taken up on a time-charter by the 15th inst. at about fifteen per cent higher than a normal plane, have been placed on the ocean-going service.

Vessels of large type are in a brisk demand not only from North America, Europe, and Australia, but also from South America, Mexico, etc.

The boom in the shipping business in the Atlantic Ocean has attracted thereto a large number of foreign vessels, and goods, especially Kyushu coal (lump), which had hitherto been shipped mainly by British vessels to Mexican ports, are being carried by Japanese vessels.

In consequence, the s.s. *Keihin Maru*, owned by the Kishimoto S. S. Co., Dairen, has been chartered by a coal merchant of Moji to take up this line of trade and left the latter port last Friday for Mexico, with 4,500 tons of Kyushu coal.

She is the first Japanese tramp vessel going from Japan to Mexico.—*Manchuria Daily News*.

CONSCRIPTION FOR HONGKONG.

THE WORKERS AND THE SHIRKERS.

[CONTRIBUTED.]

Lord Rosebery, according to the latest cables, advocates Conscription, and even Lord Haldane regards it as a possibility. A year ago it was unthinkable that either of these statesmen would advance a plea for compulsory service in the freedom-loving British Empire, and a year ago the writer would have regarded such a plea with strong disfavour. Now he most strongly advocates it. For the last few months have taught us the strength and the weakness of those who, in the old days, we thought just ordinary people. The war has already set a new standard; or perhaps it shows up in the limelight the characters of our associates.

Men are dying daily in the trenches so that we, in Hongkong, may retain our birthright as citizens of the British Empire. "Maskee—they won't touch Hongkong now that Tsingtau has fallen."

Those words came from a man in the prime of life—he is between 20 and 30 years old—and in the pink of condition. They were in answer to the polite enquiry as to why (1) he had not volunteered for the front, a most obvious duty; (2) if he placed the value of his job before his duty to his country, why had he not at least joined the local Volunteers. And the answer was that given above.

COMPULSORY SERVICE.

It is, perhaps, too much to hope that we can compel the unmarried young men to start home for the front (although they can be spared by the nation more readily than the "courageous fellows who have volunteered"), but at least we can suggest to the Legislative Council that there should be an Ordinance to compel every male, in fit health, to join either the Volunteers or the Reserves. There should be no exceptions. The spirit of the local doctor who offered his medical services, and when they were declined fell into the ranks as a private so that he could learn to shoot, is a thing to admire. It is a fallacy to assume that a doctor should be exempted from service if he is not needed in his professional capacity. The men who are too old for service should do the censor work—every one should be made to realise that the Empire is in the midst of a ghastly struggle and that he must do something.

In Hongkong, the voluntary system has broken down because of the Shirkers. My friend, who has passed his fiftieth year, turns out for a field day with the Reserves. It is likely to be strenuous for a man of his years, but somehow or other it seems to be the only way in which he can pay his silent respect to those who have faced Hell in France and Belgium so that he and his kiddies may say again, "Britons never, never shall be slaves." My friend thinks of his sister's boy, his young nephew who will never again return; he thinks of his own brother, a man twenty years his junior, who has left his wife, child, and a good job, to "follow the call and the colours and to save the Soul of the World." My friend knows that if his brother falls, upon him will come the burden of the support of the widow and child, but my friend says to himself, "Well done, Dick, my lad, at least you have done your duty." And in the midst of these sacred thoughts he re-looks up on the horizon the Shirkers. Two of them—young men of about five and twenty, off to the Happy Valley golf course! The Volunteers and Reserves are out for a field day—and the Shirkers play golf!

That is why compulsory service is necessary. Under almost any system the Shirker will continue to shirk, but let us make it as difficult for him to do so as is possible.

CARRYING THE BURDEN.

When war broke out there was great activity in Hongkong. The Volunteers and Reserves were shaken up considerably. The Engineer Company of the Volunteers were put to work on the searchlights. For two nights out of three they were on duty. After a few weeks it began to occur to some of the more public-spirited people in the Colony that they, also, might help to bear the burden. Many of the Reserves volunteered for this decidedly unpleasant night work, and some of the younger men from other Companies transferred to the Engineers—clerks, business-men; it does not matter what they were before. The Shirkers excuse themselves with the remark that it requires a technical man to run the searchlights. That is a lie. Not one half of those doing the night defence work of the Colony are engineers by profession. Indeed, most of the engineers of the Colony are in other Companies, such as the Scouts or Artillery. But any intelligent individual can "carry on" in the Engineer Companies of the Volunteer and Reserve forces of the Colony after a few days' training. There is really no reason why the Shirkers should not be made to do a month's continuous night duty.

They are in the minority in the Colony there are, happily, only a few. The finger of scorn will be pointed at them in days to come, if they have hitherto escaped. For five months men have been giving up their lives on the field of battle, and for five months the Shirkers have been shirking. We will never forget. Ten years hence, when the Shirker is

holding forth in the bar of the Club about the mistakes of Joffre or French or the Russians, we will tell him that these men did their duty while he

Sometimes we almost despair of our fellows. When my friend in the Reserves, who has passed fifty, told me about the Shirkers and their golf clubs, I almost lost hope of my country. Then there flashed to my mind the story of "I" Battery and of Young Dimmer and the heroes of Mons. It gave me a sense of proportion. In every hundred Britons there are ninety-five, even ninety-nine, worthy to be trusted to do as the men whose names will ring through this century. The one Shirker may be allowed to exasperate us, but not to let us lose faith in our fellow-countrymen. The Workers will save the Shirkers, but they will also save the gold as well as the dross. Many of the Workers will come back and our children will learn hero-worship. Even though the Shirker shirks, the Soul of the World will be saved by the Worker who works.

PUBLIC WORKS AT MACAO.

ERECTION OF PUMPING PLANT.

Sometime ago the Macao Government decided to adopt modern fire prevention and sanitary methods, but as it is impossible to use fresh water for this purpose (which is not at present available in large quantities in the district) it was suggested that sea water should be utilized for this object.

Messrs. Macdonald Co., of Hongkong, were entrusted with the order to supply and install the pumping plant, and this has now been completed.

The site of the pumping station is on the sea shore almost immediately below the Guia Lighthouse. On the seaward side a very strong retaining wall has been constructed the entire length of the site (150 feet) with its foundation built on solid rock. This wall will have to withstand the full force of heavy seas during typhoon weather, hence great care was taken in its construction. The lower portion of the walls of the building are of cement concrete surmounted by four feet of granite masonry, and thence to the roof of the building of Canton bricks set in and faced externally and internally with cement mortar. The roof is of Chinese tiles (double) supported on China fir purlins and steel roof trusses. The foundations of the pumping sets and motors are of cement concrete set on solid rock.

The suction wells situated at the front of the building are three in number, constructed of dry masonry and cement mortar, backed with cement concrete. They descend to a depth of 3ft. 3in. below the level of low water spring tides. Water is supplied to the wells by cast-iron pipes 15in. diameter and 150ft. in length. At the seaward-end of the pipe line a strum box is fitted below L. W. S. T. level.

The floor of the station is laid with cement tiles and the walls to a height of 6ft. with white glazed tiles, the interior presenting quite a neat appearance. A travelling crane is provided to facilitate work in overhauling machinery, etc.

The pumping plant consists of two sets of 13in. by 18in. vertical triplex Worthington Power Pumps, each set fitted with brass plungers, brass lined glands and neck bushes, delivery air vessels, pressure gauges, etc., the capacity of each set being 40,000 gallons per hour against a head of 250 feet.

The motive power is supplied through motors of the following description, one being directly connected to each set:—Protected type three phase induction motors fitted with damp proof impregnation, three ring collectors, complete with all accessories and guaranteed to develop 90 B.H.P. at 250 Volts, 750 revolutions per minute, three phase, 50 periods. The motors were manufactured at Stafford, England, by Messrs. Siemens Ltd.

Provision has been made for the installation of a third set for future service.

The current is supplied by the Macao Electric Co., Ltd., at 2,000 volts and transformed to 250 volts through an oil-cooled transformer at the Pumping Station. All necessary measuring instruments, switches, cut-outs, etc., are fitted complete, and each motor is provided with a liquid starter.

Water is delivered through a pipe line 10in. diameter, 1,320ft. in length, to a height of 250ft. into a reservoir constructed of masonry and cement concrete, the capacity of the reservoir being 400,000 gallons.

On Tuesday the 5th inst. in the presence of Senor R. M. de Paria Maia, Director of Public Works, J. Paraphiro, Executive Engineer, J. Chavis, Electrical Engineer, representing the Government of Macao, and Messrs. D. Macdonald and J. Ormiston, representing the contractors, the official trials were carried out and proved highly satisfactory. The machinery worked with the utmost smoothness, the output of the pumps being considerably over the guarantee of 40,000 gallons per hour for each set.

The plant has now been formally taken over by the Director of Public Works.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, January 4th.
THE NEW YEAR.

The New Year was officially welcomed with a brave show. Its advent was signalled in certain restricted quarters by the firing of crackers and other noisy demonstrations, and there were the usual exchange of greetings and exchange of visits. As a result of the suggestions or advice proffered by the police every door displayed some choice sentiment expressed on the appropriate red paper, and from practically every house flags were flying, while floral festoons added to the picturesque of the streets.

The Government offices were closed for three days, and officials did not, of course, neglect to attend the Presidential reception, which was on a large scale. As usual, officials from the provinces travelled to tender their greetings to His Excellency, and those who could not leave their duties for this purpose sent telegrams.

There is no doubt that, so far as Peking is concerned, the celebration of the New Year according to the Western calendar was fairly generally observed, but the sentiment for China New Year is still very strong, as is indicated by the remark that last week's festival was a men's new year, the women postponing their customary celebrations until later.

The newspapers took a five days' holiday, and the first issue of the new year was in every instance printed in red. One of the best sketches seen in the vernacular Press was a tiger (1914) shaking hands with a rabbit (1915).

PERSONAL.

There have been a few movements among the ranks of the foreign correspondents. Mr. David Fraser, *The Times* correspondent, has returned after a seven months' holiday at home, but will only remain here a few days before going on tour. Mr. F. Moore, of the Associated Press, is also leaving on a two or three months tour, and his duties will be undertaken by Mr. F. L. Pratt, formerly of the *China Mail*, and later of the *Far Eastern Review*. The *New York Herald* closed its Peking Bureau at the end of the year, but Mr. W. H. Donald will remain in Peking for some time as acting *Times* correspondent.

Mr. R. Bate having resigned from the editorship of the *China Times* in Tientsin will start there in the course of this month a new British daily to be known as the *North China Daily Mail*. His place on the *China Times* is taken by Mr. Wu Lai-hsi, so that we have the spectacle of a British paper being edited by a Chinese in Tientsin, and a Chinese paper in Peking edited by a British subject.

FOR THE SOCIALLY AMBITIOUS.

An organisation has just been formed in Peking with the object of enabling young Chinese ladies especially to acquire experience which will enable them to feel at ease when they attend foreign social functions. It is intended to hold social evenings, when there will be dancing, and singing and music, and as foreign guests will be invited it is expected to give the timid young Chinese ladies an experience which will prove helpful in the social life of the capital. I am told that there are three Government University professors who have recently returned from Berlin with the latest dances, and they are naturally regarded as acquisitions. Needless to say, the old-fashioned type of Chinese, men like Ku Hung Ming, view such an organisation with unalloyed scorn.

SKATING.

The foreign community in Peking has practically given itself up to skating these days. There are four rinks, the Peking Club Rink, the American Legation rink, the Japanese Legation rink, and the International Club rink, and they provide the exercise which has been lacking since tennis was discontinued. Hockey is getting under way, and some fast games may be anticipated. The dust has ruined the ice on the canals, but skating on ponds continues. A very successful gathering took place on the Club Rink on New Year's Eve, and a lantern procession formed a very picturesque feature.

EDUCATION.

A long Presidential Mandate which sounds very impressive was issued on New Year's Day on the subject of education. It amounted to nothing more than a dissertation, somewhat prosy as read in the translation, on the necessity and the advantages of a national system of education, but it may have some good result in preparing the Chinese mind for the needs of the country in this direction.

RUSSO-CHINESE FRIENDSHIP.

Following the example of other capitals and other nations, Peking is to have a Russo-Chinese Association in order to consolidate the cordial relations between the two peoples and to work for a better understanding.

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Hongkong, 27th June, 1914.

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DISPATCH FROM SIR JOHN FRENCH.

YPRES-ARMETIERES.

RECORD OF A LONG AND STUBBORN BATTLE.

A MONTH'S OPERATIONS.

A further dispatch from Field-Marshal Sir John French was issued by the War Office on November 20th. The dispatch, which is dated November 20th, covers the operations carried out by the British Forces in the region of Ypres and Armentieres during October and part of November. These operations, conveniently summarized as the Battle of Ypres-Armentieres, were of an exceedingly arduous character. More often than not our troops were confronted with masses of the enemy many times more numerous. Necessarily they were forced for the most part to fight on the defensive, and were subject to almost continuous attacks. Nevertheless, the British line, though occasionally pierced, maintained its position with wonderful tenacity; and Sir John French, in the course of his narrative, frequently pays tribute to the skill and bravery of all ranks. Not only were the most violent onslaughts of the enemy notably the assault by the Prussian Guard at the command of the Kaiser repulsed, but as often as ground was given to the enemy it was retaken by brilliant counter-attacks. In the fighting, Sir John French estimates, the German losses were three times as heavy as ours.

In these operations the Indian troops and the Territorials were in action for the first time in Europe, and acquitted themselves with great credit.

Sir John French wrote:—

Early in October a study of the general situation strongly impressed me with the necessity of bringing the greatest possible force to bear in support of the northern flank of the Allies, in order to effectively outflank the enemy and compel him to evacuate his positions.

At the same time the position on the Aisne, as described in the concluding paragraphs of my last dispatch, appeared to me to warrant a withdrawal of the British Forces from the positions they then held.

The enemy had been weakened by continual abortive and futile attacks, whilst the fortification of the position had been much improved.

I represented these views to General Joffre, who fully agreed.

Arrangements for withdrawal and relief having been made by the French General Staff, the operation commenced on the 3rd October; and the 2nd Cavalry Division, under General Gough, marched for Compiègne en route for the new theatre.

The Army Corps followed in succession at intervals of a few days, and the move was completed on the 10th October, when the First Corps, under Sir Douglas Haig, completed its detachment at St. Omer.

That this delicate operation was carried out so successfully is in great measure due to the excellent feeling which exists between the French and British Armies; and I am deeply indebted to the Commander-in-Chief and the French General Staff for their cordial and most effective cooperation.

PLAN OF OPERATIONS.

As General Foch was appointed by the Commander-in-Chief to supervise the operations of all the French troops north of Noyon, I visited his headquarters at Doullens on 8th October and arranged joint plans of operations as follows:—

The Second Corps to arrive on the line Aire-Bethune on the 11th October, to connect with the right of the French 10th Army, and pivoting on its left, to attack in flank the enemy who were opposing the 10th French Corps in front.

The Cavalry to move on the northern flank of the Second Corps and support its attack until the Third Corps, which was to detain at St. Omer on the 12th, should come up. They were then to clear the front and act on the northern flank of the Third Corps in a similar manner, pending the arrival of the First Corps from the Aisne.

The 3rd Cavalry Division and 7th Division, under Sir Henry Rawlinson, which were then operating in support of the Belgian Army and assisting its withdrawal from Antwerp, to be ordered to cooperate as soon as circumstances would allow.

In the event of these movements so far overcoming the resistance of the enemy as to enable a forward movement to be made, all the Allied Forces to march in an easterly direction. The road running from Bethune to Lille was to be the dividing line between the British and French Forces, the right of the British Army being directed on Lille.

The Dispatch describes in much detail how these plans were carried out and our quotation begins from paragraph 5 of the Dispatch:—

THE POSSESSION OF MENIN.

I considered, however, that the possession of Menin constituted a very important point of passage, and would much facilitate the advance of the rest of the Army. So I directed the General Officer Commanding the Fourth Corps to advance the 7th Division upon Menin, and endeavour to seize that crossing on the morning of the 18th.

The left of the 7th Division was to be supported by the 3rd Cavalry Brigade, and further north by the French Cavalry in the neighbourhood of Roulers.

Sir Henry Rawlinson represented to me that large hostile forces were advancing upon him from the east and north-east, and that his left flank was severely threatened.

I was aware of the threats from that direction, but hoped that at this particular time there was no greater force coming from the north-east than could be held off by the combined efforts of the French and British Cavalry, and the Territorial troops supporting them, until the passage at Menin could be seized and the First Corps brought up in support.

Sir Henry Rawlinson probably exercised a wise judgment in not committing his troops to this attack in their somewhat weakened condition; but the result was that the enemy's continued

possession of the passage at Menin certainly facilitated his rapid reinforcement of his troops and thus rendered any further advance impracticable.

On the morning of the 20th October the 7th Division and 3rd Cavalry Division had retired to their old position extending from Zandvoorde through Kruseke and Gheluvelt to Zonnebeke.

THE FIGHT FOR CALAIS.

On the 18th October the First Corps, coming from the Aisne, had completed its detachment and was concentrated between St. Omer and Hazebrouck.

A question of vital importance now arose for decision.

I knew that the enemy were by this time in greatly superior strength on the Lys, and that the Second, Third, Cavalry, and Fourth Corps were holding a much wider front than their numbers and strength warranted.

Taking these facts alone into consideration, it would have appeared wise to throw the First Corps in to strengthen the line; but this would have left the country north and east of Ypres and the Ypres Canal open to a wide turning movement by the 3rd Reserve Corps and at least one Landwehr Division which I knew to be operating in that region. I was also aware that the enemy was bringing large reinforcements up from the East which could only be opposed for several days by two or three French Cavalry Divisions, some French Territorial troops, and the Belgian Army.

After the hard fighting it had undergone the Belgian Army was in no condition to withstand, unsupported, such an attack; and unless some substantial resistance could be offered to this threatened turning movement, the Allied flank must be turned and the Channel Ports laid bare to the enemy.

I judged that a successful movement of the kind would be fraught with such disastrous consequences that the risk of operation on so extended a front must be undertaken; and I directed Sir Douglas Haig to move with the First Corps to the north of Ypres.

From the best information at my disposal I judged at this time that the considerable reinforcements which the enemy had undoubtedly brought up during the 18th, 17th, and 18th had been directed principally on the line of the Lys and against the Second Corps at La Bassée; and that Sir Douglas Haig would probably not be opposed north of Ypres by much more than the 3rd Reserve Corps, which I knew to have suffered considerably in its previous operations, and perhaps one or two Landwehr Divisions.

At a personal interview with Sir Douglas Haig on the evening of the 19th October I communicated the above information to him, and instructed him to advance with the First Corps through Ypres to Thourout. The object he was to have in view was to be the capture of Bruges and subsequently, if possible, to drive the enemy towards Ghent. In case of an unforeseen situation arising, or the enemy proving to be stronger than anticipated, he was to decide, after passing Ypres, according to the situation, whether to attack the enemy lying to the north or the hostile forces advancing from the East. I had arranged for the French Cavalry to operate on the left of the First Corps, and the 3rd Cavalry Division, under General Byng, on its right.

The Belgian Army were rendering what assistance they could by entrevening themselves on the Ypres Canal and the Yser River; and the troops, although in the last stage of exhaustion, gallantly maintained their positions, buoyed up with the hope of substantial British and French support.

ENEMY FRUSTRATED.

I fully realized the difficult task which lay before us and the onerous rôle which the British Army was called upon to fulfil.

That success has been attained, and all the enemy's desperate attempts to break through our line frustrated, is due entirely to the marvellous fighting power and the indomitable courage and tenacity of officers, non-commissioned officers and men.

No more arduous task has ever been assigned to British soldiers; and in all their splendid history there is no instance of their having answered so magnificently to the desperate calls which of necessity were made upon them.

Having given these orders to Sir Douglas Haig, I enjoined a defensive rôle upon the Second and Third and Cavalry Corps, in view of the superiority of force which had accumulated in their front. As regards the Fourth Corps, I directed Sir Henry Rawlinson to endeavour to conform generally to the movements of the First Corps.

On the 20th October they reached the line from Elverdinghe to the cross-roads one and a half miles north-west of Zonnebeke.

On the 21st the Corps was ordered to attack and take the line Poelcappelle-Passchendaele.

Sir Henry Rawlinson's Command was moving on the right of the First Corps, and French troops, consisting of Cavalry and Territorials, moved on their left under the orders of General Bidon.

The advance was somewhat delayed owing to the roads being blocked; but the attack progressed favourably in face of severe opposition, often necessitating the use of the bayonet.

Hearing of heavy attacks being made upon the 7th Division and the 2nd Cavalry Division on his right, Sir Douglas Haig ordered his reserve to be halted on the north-eastern outskirts of Ypres.

Although threatened by a hostile movement from the Forêt d'Houthulst, our advance was successful until about 2 o'clock in the afternoon, when the French Cavalry Corps received orders to retire west of the Canal.

Owing to this and the demands made on him by the Fourth Corps, Sir Douglas Haig was unable to advance beyond the Zonnebeke-St. Julien-Langemarck line.

As there was reported to be congestion with French troops at Ypres, I went there on the evening of the 21st, and met Sir Douglas Haig and Sir Henry Rawlinson. With them I interviewed General De Mitry, Commanding the French Cavalry, and General Bidon, Commanding the French Territorial Divisions.

They promised me that the town would at once be cleared of the troops, and that the French Territorials would immediately move out and cover the left of the flank of the First Corps.

GENERAL JOFFRE'S INTENTIONS.

I discussed the situation with the General Officers Commanding the First and Fourth Army Corps, and told them that, in view of the unexpected reinforcements coming up of the enemy, it would probably be impossible to carry out the original rôle assigned to them. But I had that day interviewed the French Commander-in-Chief, General Joffre, who told me that he was bringing up the 9th French Army Corps to Ypres, that more French troops would follow later, and that he intended—in conjunction with the Belgian troops—to drive the Germans East. General Joffre said that he would be unable to commence this movement before the 24th; and I directed the General Officers Commanding the First and Fourth Corps to strengthen their positions as much as possible and be prepared to hold their ground for two or three days, until the French offensive movement on the North could develop.

It now became clear to me that the utmost we could do to ward off any attempts of the enemy to turn our flank to the North, or to break in from the eastward, was to maintain our present very extended front, and to hold fast our positions until the French reinforcements could arrive from the South.

During the 22nd the necessity of sending support to the Fourth Corps on his right somewhat hampered the General Officer Commanding the First Corps; but a series of attacks all along his front had been driven back during the day with heavy loss to the enemy. Late in the evening the enemy succeeded in penetrating a portion of the line held by the Cameron Highlanders north of Pilkem.

At 6 a.m. on the morning of the 23rd a counter-attack to recover the lost trenches was made by the Queen's Regiment, the Northampton and the King's Royal Rifles, under Major-General Bullfin. The attack was very strongly opposed and the bayonet had to be used. After severe fighting during most of the day the attack was brilliantly successful, and over six hundred prisoners were taken.

ENEMY'S LACK OF SKILL.

An order taken from a prisoner who had been captured on this day purported to emanate from the German General, Von Beining, and said that the Fifteenth German Corps, together with the 2nd Bavarian and Thirteenth Corps, were entrusted with the task of breaking through the line to Ypres; and that the Emperor himself considered the success of this attack to be one of vital importance to the successful issue of the war.

HEAVY ATTACK.

Perhaps the most important and decisive attack (except that of the Prussian Guard on 15th November) made against the First Corps during the whole of its arduous experiences in the neighbourhood of Ypres took place on the 31st October.

General Moussey, who commanded the detachment which had been sent by the French Ninth Corps on the previous day to assist Sir Douglas Haig on the right of the First Corps, moved to the attack early in the morning, and could make no further progress.

After several attacks and counter-attacks during the course of the morning along the Menin-Ypres road, south-east of Gheluvelt, an attack against that place developed in great force, and the line of the 1st Division was broken. On the south the 7th Division and General Bullfinch's detachment were being heavily shelled. The retirement of the 1st Division exposed the left of the 7th Division, and owing to this the Royal Scots Fusiliers, who remained in their trenches, were cut off and surrounded. A strong infantry attack was developed against the right of the 7th Division at 1.30 p.m.

STAFF OFFICERS KILLED.

Shortly after this the Headquarters of the 1st and 2nd Divisions were shelled. The General Officer Commanding 1st Division was wounded, three Staff Officers of the 1st Division and three of the 2nd Division were killed. The General Officer Commanding the 2nd Division also received a severe shelling, and was unconscious for a short time. General Landon assumed command of the 1st Division.

On receiving a report about 2.30 from General Lomax that the 1st Division had moved back and that the enemy was coming on in strength, the General Officer Commanding the First Corps issued orders that the line Frenzenberg-Westhoek-bend of the main road-Klein Zillebeke-bend or canal was to be held at all costs.

The 1st Division rallied on the line of the woods east of the bend of the road, the German advance by the road being checked by enfilade fire from the north. The attack against the right of the 7th Division forced the 22nd Brigade to retire, thus exposing the left of the 2nd Brigade. The General Officer Commanding the 7th Division used his reserve, already posted on his flank, to restore the line; but, in the meantime, the 2nd Brigade, finding their left flank exposed, had been forced to withdraw. The right of the 7th Division thus advanced as the left of the 2nd Brigade went back, with the result that the right of the 7th Division was exposed, but managed to hold on to its old trenches till nightfall.

GHELUVELT RETAKEN.

Meantime, on the Menin road, a counter-attack delivered by the left of the 1st Division and the right of the 2nd Division against the right flank of the German line was completely successful, and by 2.30 p.m. Gheluvelt had been retaken with the bayonet, the 2nd Worcestershire Regiment being to the fore in this, admirably supported by the 42nd Brigade, Royal Field Artillery. The left of the 7th Division, profiting by their capture of Gheluvelt, advanced almost to its original line, and connection between the 1st and 7th Divisions was re-established. The recapture of Gheluvelt released the 6th Cavalry Brigade, till then held in support of the 1st Division. Two regiments of this brigade were sent at once to clear the woods to the south-east, and close the gap in the line between the 7th Division and 2nd Brigade. They advanced with much dash, partly mounted and partly dismounted, and, surprising the enemy in the woods, succeeded in killing large numbers and materially helped to restore the line. About 5 p.m. the French Cavalry Brigade also came up to the cross-roads just east of Hooge, and at once sent forward a dismounted detachment to support the 7th Cavalry Brigade.

Throughout the day the extreme right and left of the First Corps line held fast, the left being only slightly engaged, while the right was heavily shelled and subjected to slight infantry attacks. In the evening the enemy were steadily driven back from the woods on the front of the 7th Division and 2nd Brigade; and by 10 p.m. the line as held in the morning had practically been re-occupied.

During the night touch was restored between the right of the 7th Division and left of the 2nd Brigade, and the Cavalry were withdrawn into reserve, the services of the French Cavalry being dispensed with.

As a result of the day's fighting eight hundred and seventy wounded were evacuated.

I was present with Sir Douglas Haig at Hooge between 2 and 3 o'clock on this day, when the 1st Division were retiring. I regard it as the most critical moment in the whole of this great battle.

The rally of the 1st Division and the recapture of the village of Gheluvelt at such a time was fraught with momentous consequences. If any one unit can be singled out for especial praise it is the Worcesters.

CENTRE HEAVILY PRESSED.

7.—In the meantime the centre of my line, occupied by the Third and Cavalry Corps, was being heavily pressed by the enemy in ever increasing force.

On the 20th October advanced posts of the 12th Brigade of the 4th Division, Third Corps, were forced to retire, and at dusk it was evident that the Germans were likely to make a determined attack. This ended in the occupation of Le Ghier by the enemy.

As the position of the Cavalry at St. Yves was thus endangered, a counter-attack was decided upon and planned by General Hunter-Weston and Lieutenant-Colonel Anley. This proved entirely successful, the Germans being driven back with great loss and the abandoned trenches

reoccupied. Two hundred prisoners were taken and about forty of our prisoners released.

In these operations the staunchness of the King's Own Regiment and the Lancashire Fusiliers was most commendable. These two battalions were very well handled by Lieutenant Colonel Butler of the Lancashire Fusiliers.

I am anxious to bring to special notice the excellent work done throughout this battle by the Third Corps under General Pulteney's command. Their position in the right central part of my line was of the utmost importance to the general success of the operations. Besides the very undue length of front which the Corps was called upon to cover (some 12 or 13 miles), the position presented many weak spots, and was also astride of the River Lys, the right bank of which from Frenzenberg downwards was strongly held by the enemy. It was impossible to provide adequate reserves, and the constant work in the trenches tried the endurance of officers and men to the utmost. That the Corps was invariably successful in repulsing the constant attacks, sometimes in great strength, made against them by day and by night is due entirely to the skilful manner in which the Corps was disposed by its Commander, who has held throughout from his Staff, and the ability and resource displayed by Divisional, Brigade and Regimental leaders in using the ground and the means of defence at their disposal to the very best advantage.

The courage, tenacity, endurance and cheerfulness of the men in such unparalleled circumstances are beyond all praise.

In the concluding portion of his Despatch the Commander-in-Chief makes the following general observations:—

THE FLYING CORPS.

The work performed by the Royal Flying Corps has continued to prove of the utmost value to the success of the operations.

I do not consider it advisable in this despatch to go into any detail as regards the duties assigned to the Corps and the nature of their work, but almost every day new methods for employing them, both strategically and tactically, are discovered and put into practice.

The development of their use and employment has indeed been quite extraordinary, and I feel sure that no effort should be spared to increase their numbers and perfect their equipment and efficiency.

THE TERRITORIALS.

In the period covered by this despatch Territorial Troops have been used for the first time in the Army under my command.

The units actually engaged have been the Northumberland, Northamptonshire, North Somerset, Leicestershire, and Oxfordshire Regiments of Yeomanry Cavalry; and the London Scottish, Hertfordshire, and Honourable Artillery Company, and the Queen's Westminster Battalion of Territorial Infantry.

The conduct and bearing of these units under fire, and the efficient manner in which they carried out the various duties assigned to them, have imbued me with the highest hope as to the value and help of Territorial Troops generally.

Units which I have mentioned above, other than these, as having been also engaged, have by their conduct fully justified these hopes.

Regiments and battalions as they arrive come into a temporary camp of instruction, which is formed at Headquarters, where they are closely inspected, their equipment examined, so far as possible perfected, and such instruction as can be given to them in the brief time available in the use of machine guns, etc., is imparted.

Several units have now been sent up to the front besides those I have already named, but have not yet been engaged.

CYCLISTS AND SIGNALERS.

I am anxious in this despatch to bring to your Lordship's special notice the splendid work which has been done throughout the campaign by the Cyclists of the Signal Corps.

Carrying dispatches and messages at all hours of the day and night in every kind of weather, and often traversing bad roads blocked with transport, they have been conspicuously successful in maintaining an extraordinary degree of efficiency in the service of communications.

Many casualties have occurred in their ranks, but no amount of difficulty or danger has ever checked the energy and ardour which has distinguished their Corps throughout the operations.

11.—As I close this despatch there are signs in evidence that we are possibly in the last stages of the battle of Ypres-Armentières.

For several days past the enemy's artillery fire has considerably slackened, and infantry attack has practically ceased.

THE SITUATION.

In remarking upon the general military situation of the Allies as it appears to me at the present moment, it does not seem to be clearly understood that the operations in which we have been engaged embrace nearly all the Continent of Central Europe from East to West. The combined French, Belgian and British Armies in the West and the Russian Army in the East are opposed to the united forces of Germany and Austria acting as a combined army between us.

Our enemies elected at the commencement of the war to throw the weight of their forces against the armies in the West, and to detach only a comparatively weak force, composed of very few first-line troops and several corps of the second and third lines; to stem the Russian advance till the Western Forces could be completely defeated and overwhelmed.

Their strength enabled them from the outset to throw greatly superior forces against us in the West. This precluded the possibility of our taking a vigorous offensive, except when the miscalculations and mistakes made by their commanders opened up special opportunities for a successful attack and pursuit.

The Battle of the Marne was an example of this, as was also our advance from St. Omer and Hazebrouck to the line of the Lys at the commencement of this battle. The rôle which our armies in the West

have consequently been called upon to fulfil has been to occupy strong defensive positions, holding the ground gained and inviting the enemy's attack; to throw these attacks back, causing the enemy heavy losses in his retreat, and following him up with powerful and successful counter-attacks to complete his discomfiture.

The value and significance of the rôle fulfilled since the commencement of hostilities by the Allied Forces in the West lies in the fact that at the moment when the Eastern Provinces of Germany are in imminent danger of being overrun by the numerous and powerful armies of Russia, nearly the whole of the active army of Germany is tied down to a line of trenches extending from the Fortresses of Verdun on the Alsatian Frontier round to the sea at Nieuport, east of Dunkirk (a distance of 200 miles), where they are held, much reduced in numbers and morale by the successful action of our troops in the West.

SUPERIORITY OF OUR ARTILLERY.

I cannot speak too highly of the valuable services rendered by the Royal Artillery throughout the battle.

In spite of the fact that the enemy has brought up guns in support of his attacks of great range and shell power, ours have succeeded throughout in preventing the enemy from establishing anything in the nature of an artillery superiority. The skill, courage, and energy displayed by their commanders have been very marked.

The General Officer Commanding Third Corps, who had special means of judging, makes mention of the splendid work performed by a number of young Artillery officers, who in the most gallant manner pressed forward in the vicinity of the firing line in order that their guns may be able to shoot at the right targets at the right moment.

The Royal Engineers have, as usual, been indefatigable in their efforts to assist the infantry in field fortification and trench work.

I deeply regret the heavy casualties which we have suffered; but the nature of the fighting has been very desperate, and we have been assailed by vastly superior numbers. I have every reason to know that throughout the course of the battle we have placed at least three times as many of the enemy hors de combat in dead, wounded, and prisoners.

Throughout these operations General Foch has strained his resources to the utmost to afford me all the support he could; and an expression of my warm gratitude is also due to General D'Urbal, Commanding the 8th French Army on my left, and General Maud'huy, Commanding the 10th French Army on my right.

I have many recommendations to bring to your Lordship's notice for gallant and distinguished service performed by officers and men in the period under report. These will be submitted shortly, as soon as they can be collected.

SHIPPING NOTES.

The s.s. *Taiyo Maru* and *Daiten Maru*, on the S.M.E. Co.'s Dairen-Hongkong Canton cargo service, have just been fitted with passenger accommodation. The first and second class passenger fares between Dairen and Canton are G.Y. 30 and 15 respectively. The vessels will call at Chefoo on the way.

A notice to mariners is published in the north that the wreck of the s.s. *Guthrie* lying 31 cables S. 64 deg. W. magnetic, from the advertised position of the Light-ship *Taku*, will be liable to be unlighted during the winter months. The wreck lies in 15 ft. of water at low water of spring tides, and her hull is entirely submerged, but her masts are still standing.

The report of the Peninsular and Oriental Steam Navigation Company states that after providing for the normal depreciation, amounting to £450,038, and the insurance charges, the balance amounts to £258,703, including £88,703 carried forward to the next account. A distribution of 10 per cent. for the year on the deferred stock, with a bonus of 5 per cent., is again to be paid. For the previous year the available balance was £258,234.

The following telegram concerning the delivery of goods on board the German vessels now at Sabang in the Dutch Sumatra has been received at the Foreign Office, Tokyo, from the Japanese Consul at Batavia:

"Messrs. Gunter, Schumacher & Co., Medan, have announced in the Dutch newspapers there a notice re the delivery of goods on board the German vessels *Scandia*, *Sikhonia*, *Emden*, *Goldenfels*, *Preussen*, and *Jania*, all now at Sabang, to the following effect:—

"According to this notice, the holders of bills of lading interested in the above cargo should speedily apply to the German firm for delivery of their cargoes."

In reply to a letter from the South African Merchants' Committee pointing out that a considerable amount of cargo had been shut out from a mail steamer, the Union-Castle Line have written describing the difficulties under which the mail service is now carried on.

Among these they refer to the closing of the South Atlantic to ordinary traffic, and the reduction of the number of navigable channels in the Thames, the congestion at the down-river docks, the short supply of labour, the chartering of a number of the mail packets by the Admiralty, and the fact that many of the best London stevedores are now working for the Government.

LATEST STEAMER MOVEMENTS.

The s.s. *Orissa* from Calcutta left Saigon on 12th inst., and may be expected here on or about the 15th inst.

The P. & O. s.s. *Mubia* left Singapore for this port on the 11th January, p.m., with the outward English Mails, and is due here on the 17th January, at about daylight.

WEATHER REPORT.

On the 12th at 11.30 a.m.—Pressure is highest over Mongolia, which is covered by an anticyclone. A shallow depression is central in the neighbourhood of Hakodati.

Moderate monsoon will prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST

Hongkong & Neighbourhood (East winds, moderate; fair to cloudy)

Formosa Channel (N.E. winds, fresh)

South coast of China between (The same as Hongkong and Loochoo. No. 1)

South coast of China between (The same as Hongkong and Hainan. No. 1)

CHINA COAST METEOROLOGICAL REGISTER.

12TH JANUARY, 1915, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7	30.65	7	—	—	—	4
Nemuro	9	29.87	—	—	—	—	1
Hakodate	9	29.83	—	—	—	—	1
Tokyo	9	29.97	—	—	—	—	1
Kobe	9	30.07	—	—	—	—	1
Nagasaki	9	30.03	—	—	—	—	1
Kagoshima	9	30.10	—	—	—	—	1
Oshima	9	30.16	—	—	—	—	1
Naha	9	30.07	—	—	—	—	1
Ishijima	9	30.09	—	—	—	—	1
Bonin Is.	9	30.01	—	—	—	—	1
Chefoo	9	30.12	—	—	—	—	1
Wailaiwei	9	30.56	17	37	NW	9	com
Hankow	9	—	—	—	—	—	—
Ichang	9	—	—	—	—	—	—
Kiangsu	9	—	—	—	—	—	—
Changsha	9	—	—	—	—	—	—
Shanghai	9	30.18	34	—	—	—	3
Guilchow	9	30.21	44	—	—	—	com
Sharp Peak	9	30.14	71	—	—	—	com
Amoy	9	30.11	67	87	ENE	10	com
Swatow	9	30.12	68	—	—	—	com
Taihu	9	30.18	—	—	—	—	com
Taiwan	9	30.11	—	—	—	—	com
Kailashan	9	30.10	—	—	—	—	com
Pescadore	9	30.10	—	—	—	—	com
Canton	9	30.10	61	88	N	10	com
Hongkong	9	30.10	64	90	E	3	com
Gap Rock	9	30.07	—	—	—	—	com
Macao	9	30.07	63	—	—	—	com
Wuchow	9	—	—	—	—	—	com
Hiohwa	9	—	—	—	—	—	com
Pakhoi	9	—	—	—	—	—	com
Phu Lien	9	30.04	64	—	—	—	com
Tourane	9	30.04	72	—	—	—	com
Cape St. James	9	29.59	75	—	—	—	com
Apurri	9	30.02	71	—	—	—	com
Manila	9	30.03	71	—	—	—	com
Legaspi	9	30.08	71	—	—	—	com
Iloilo	9	30.13	79	—	—	—	com
Bacolod	9	—	—	—	—	—	com
Cebu	9	30.03	81	—	—	—	com
Labuan	9	—	—	—	—	—	com

T. P. CLAYTON, Director.
1 BAROMETRIC, reduced to 32 degrees Fahrenheit, and level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

DIRECTION OF WIND, in two points.
5 FORCE OF WIND, according to Beaufort Scale.
6 STATE OF WEATHER, in blue sky, a detached cloud, drizzling rain, fog, gloomy, hail, lightning, or sunset, passing showers, a squall, rain, snow, thunder, visibility, wind (wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 12th.

	Previous Day at 2 p.m.	On 12th at 6 a.m.	On 12th at 2 p.m.
Barometer	30.10	30.18	30.12
Temperature	64	70	67
Humidity	90	75	79
Wind Direction	East	West	East
Force	3	2	4
Weather	o	b	b
Rain	—	—	—

Highest open air Temperature on 11th... 71
Lowest open air Temperature on 11th... 63

HONGKONG TIDE TABLE.

From 13th to 19th January, 1915.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Wed.	13	8 48	4 1	2 38	1 0
Thurs.	14	7 54	4 1	0 12	3 7
		9 51	4 1	2 54	0 6
Fri.	15	7 55	4 1	1 0	2 1
		10 39	4 1	3 36	0 5
Satur.	16	8 46	4 1	1 50	0 3
		11 16	4 2	4 16	0 2
Sun.	17	9 36	4 2	4 39	0 3
		11 50	4 2	4 54	0 3
Mon.	18	10 35	4 3	5 30	0 7
		11 3	4 4	4 12	3 2
Tues.	19	10 55	4 4	6 5	1 1
		11 41	6 8	4 58	3 2

ON SALE.

HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1913.

EDITED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.
Hongkong, 8th February, 1914

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GRAVING DOCK—78' by 85' by 34' 6"

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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

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50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

SHIPPING

ARRIVALS

SHANGHAI, British str., 1,403, F. C. Gambrill, 12th January—Melbourne 4th December, General—Butterfield & Swire.

CHONGVA, Chinese str., 1,177, Ross, 11th January—Shanghai 8th January, General—Butterfield & Swire.

DENODOCUS, British str., 4,200, A. E. Dodd, 12th January—Kobe 7th January, General—Butterfield & Swire.

HIRANO MARU, Japanese str., 5,290, H. Fraser, 11th January—Shanghai 8th January, General—Nippon Yusen Kaisha.

HITACHI MARU, Japanese str., 4,031, T. Satow, 12th January—Manila 10th January, General—Nippon Yusen Kaisha.

HOTHOW, British str., 898, McCulloch, 11th January—Haiphong 6th January, General—Butterfield & Swire.

HONG BEE, British str., 2,036, V. Egdorn, 12th January—Singapore 6th January, General—Chinese.

KASHIMA MARU, Japanese str., 6,540, M. Yagi, 12th January—Singapore 7th January, General—Nippon Yusen Kaisha.

KIRU MARU, Japanese str., 1,002, Ogawa, 11th January—Hongkong 8th January, Coal—Dodwell & Co.

KIUKIANG, British str., 1,228, Jones, 12th January—Shanghai 5th January, General—Butterfield & Swire.

LOOKSANG, British str., 1,033, W. G. G. Leask, 12th January—Manila 9th January, General—Jardine, Matheson & Co.

ROKUSAN MARU, Japanese str., Matomi, 11th January—Hongkong 8th January, Coal—Mitsui Bussan Kaisha.

SUTSANG, British str., 1,770, Simpson, 12th January—Singapore 4th January, General—Jardine, Matheson & Co.

TAMON MARU, Japanese str., 2,119, D. Yumi, 12th January—Kinchon 8th January, Salt—Order.

TAIWAN MARU, Japanese str., 1,145, H. Sakai, 11th January—Hongkong 8th January, Coal—Order.

VESSELS EXPECTED.

AMERICAN MAIL.

The P.M. str. *Manchuria* arrived at Manila on the 8th January, p.m., and sailed from that port for Hongkong on the 11th January, p.m., making her due to reach Hongkong on the 13th January, a.m.

MERCHANT STEAMERS.

The Ben Line str. *Mendoran*, from Middlesbrough and London, left Singapore for this port on the 10th January, and may be expected to arrive here on or about 16th January.

The str. *Unita* left Calcutta on the 8th January, and may be expected here on or about the 20th January.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, SUEZ, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

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THE Steamship

"ARCADIA,"

Captain S. Barham, R.N.R., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 18th January, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "Maid of the East," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bills and Valuations and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by a B.M. "Kaiser-Lind" due in London on the 28th February, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 4th January, 1915.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENALDER,"

FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 21st inst. or they will not be recognized.

All broken, chipped and damaged Goods are to be left in the Godowns, where they can be examined on the 14th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBBS, LIVINGSTON & Co., Agents.

Hongkong, 7th January, 1915.

ON SALE

ROUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1914. With INDEX. Price \$1.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 1st August, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via USUAL PORTS OF CALL	ARCADIA	Brit. str.	13th Jan.	S. Barham	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, &c.	NANKIN	Brit. str.	13th Jan.	G. Manley	P. & O. S. N. Co.	On 20th inst. at 10 A.M.
LONDON	RAIDERSHIRE	Brit. str.	13th Jan.	H. Fraser	JARDINE, MATHESON & Co., Ltd.	On 21st inst. at 10 A.M.
MARSHALLS, LONDON & via SINGAPORE, &c.	HIRANO MARU	Jan. str.	13th Jan.	Dor's	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
MARSHALLS via PORTS	DUMBER	Brit. str.	13th Jan.		MESSAGERIES MARITIMES	On 23rd inst. at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT, &c.	SHIDZUKA MARU	Jan. str.	13th Jan.	Deguchi	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at Noon.
VICTORIA, B.C., & SINGAPORE via SHANGHAI, &c.	TACOMA MARU	Jan. str.	13th Jan.	T. Hamada	NIPPON YUSEN KAISHA	On 28th inst. at 3 P.M.
VICTORIA, B.C., & TACOMA via KUNING & JAPAN	PANAMA MARU	Jan. str.	13th Jan.	J. Kanoo	OSAKA SHOSSEN KAISHA	On 4th Feb. at 3 P.M.
VICTORIA, B.C., & TACOMA via KUNING & JAPAN	MANCHURIA	Jan. str.	13th Jan.	A. Dixon	OSAKA SHOSSEN KAISHA	On 19th inst. at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TENYO MARU	Jan. str.	13th Jan.	E. Bent	PACIFIC MAIL S.S. Co.	On 26th inst. at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSIA	Jan. str.	13th Jan.	J. Hill	PACIFIC MAIL S.S. Co.	On 2nd Mar. at Noon.
SAN FRANCISCO via MANILA & JAPAN, &c.	ANTO MARU	Jan. str.	13th Jan.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
MEXICAN, PANAMA & CHINA PORTS via JAPAN	CHANGSHA	Brit. str.	13th Jan.	R. Takada	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jan. str.	13th Jan.	G. L. Smith	GIBBS, LIVINGSTON & Co.	On 14th Feb. at 11 A.M.
AUSTRALIAN PORTS via MANILA	ADENHALL	Brit. str.	13th Jan.		THE BANK LINE, LIMITED	Quick despatch.
DELAGO BAY, DURBAN, EAST LONDON, &c.	KASHIMA MARU	Jan. str.	13th Jan.	M. Yagi	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
KORE & YOKOHAMA	TOSHIKUMA MARU	Jan. str.	13th Jan.	Sohank	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
NAGASAKI & KOBE	CHITRISHIRO	Brit. str.	13th Jan.	S. Fincham	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	13th Jan.	Lloyd Jones	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at D'light.
SHANGHAI	CHONGHAI	Brit. str.	13th Jan.	A. B. Garwood, R.N.R.	BUTTERFIELD & SWIRE	On 17th inst. at D'light.
SHANGHAI	CHENAN	Brit. str.	13th Jan.	W. F. Richard	P. & O. S. N. Co.	On 18th inst. at D'light.
SHANGHAI	NODIA	Brit. str.	13th Jan.	I. Sano	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at D'light.
SHANGHAI	KWONGSANG	Brit. str.	13th Jan.		NIPPON YUSEN KAISHA	On 19th inst. at D'light.
SHANGHAI & KOBE	WAKARA MARU	Jan. str.	13th Jan.	Refusen, R.N.R.	MESSAGERIES MARITIMES	About 20th inst.
SHANGHAI & KOBE & YOKOHAMA	V. CHOTAT	Brit. str.	13th Jan.	A. Colyer	P. & O. S. N. Co.	Quick despatch.
SHANGHAI & KOBE & YOKOHAMA	ORISSA	Brit. str.	13th Jan.		JARDINE, MATHESON & Co., Ltd.	On 15th inst. at 4 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	K. Hattori	BUTTERFIELD & SWIRE	On 20th inst. at 8 A.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	Y. Yamamoto	OSAKA SHOSSEN KAISHA	On 21st inst. at Noon.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	S. Tokunaga	OSAKA SHOSSEN KAISHA	On 17th inst. at 10 A.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	A. H. Stewart	OSAKA SHOSSEN KAISHA	To-day, at 1 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	W. Evans	DOUGLAS LARPAKE & Co.	On 15th inst. at 1 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	W. C. Passmore	DOUGLAS LARPAKE & Co.	On 19th inst. at 1 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	A. E. Hodgins	DOUGLAS LARPAKE & Co.	On 22nd inst. at 3 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at 3 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	Pennelather	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	Tough	JARDINE, MATHESON & Co., Ltd.	On 21st inst. at 3 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	Okamoto	JARDINE, MATHESON & Co., Ltd.	On 16th inst.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	K. Sakawa	NIPPON YUSEN KAISHA	On 21st inst. a.m.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	D. A. Gardiner	OSAKA SHOSSEN KAISHA	End February.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	C. J. Matlock	THE BANK LINE, LTD.	On 15th inst. at Noon.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	Dato	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	Robertson	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at 2 P.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at Noon.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	McCulloch	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI & KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	13th Jan.	W. McClure	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at 8 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHITPAHANG"	Wed day, 13th Jan., 4 P.M.
SHANGHAI	"CHOYSANG"	Friday, 15th Jan., D'light.
SHANGHAI	"CHUN-ANG"	Friday, 15th Jan., Noon.
SINGAPORE & SINGAPORE	"HINSANG"	Friday, 15th Jan., Noon.
SAND LEAN	"LOONGSANG"	Saturday, 16th Jan., 3 P.M.
MANILA	"WONGSANG"	Tuesday, 19th Jan., D'light.
SHANGHAI	"KESANG"	Wed day, 20th Jan., 8 A.M.
HAIPHONG	"HOPSANG"	Wed day, 20th Jan., 2 P.M.
SINGAPORE & PENANG	"YUENSANG"	Monday, 22nd Jan., 3 P.M.

STEAMERS "KUTSANG," "NANSANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moli to Hongkong. Time occupied 29 days. This service is supplemented by the "YATHIN" and "YATHIN" and leaving Hongkong at regular intervals for Yokohama, Kobe and returning thence to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yungshing, Choochoo, Taito, Daimi, W'wei, N'obuwan, Canton and Luchow. Telephone No. 315, Sub. Exch. 1. Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. Hongkong, 13th January 1915.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215. Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR LONDON
STEAMERS	DATE OF DEPARTURE
"RADNORSHIRE"	On 21st Jan.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA, &c.
STEAMERS	DATE OF DEPARTURE
"GLENGLIE"	On 16th Jan.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. JARDINE, MATHESON & Co., Ltd., AGENTS.

Hongkong, 24th December, 1914.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 11000 tons

PERSIA 5000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MANCHURIA ... Sailing TUESDAY, 19th Jan., at 1 P.M.

MONGOLIA ... WEDNESDAY, 17th Feb., at 1 P.M.

PERSIA (via Manila) ... TUESDAY, 2nd Mar., at Noon.

KOREA ... TUESDAY, 8th Mar., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino combata, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to R. C. MORTON, AGENT, KING'S BUILDINGS.

TEL. No. 141.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong: Connecting with "KATHIAWAR" From Colombo: 17th Feb.

19th Jan. EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" End Feb.

FIRST CLASS ACCOMMODATION FOR PASSENGERS. FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

SHIPPING IN PORT.

STEAMERS.

CEYLON MARU, Japanese str., 3,140, M. Shinoke, 10th January—Singapore 2nd January, General—Nippon Yusen Kaisha.

CHINGCHOW, British str., 1,052, J. Doyle, 7th January—Kwang Yen 4th January, Cement Stone—Shewan, Tomes & Co.

CHILDAE, Norwegian str., 1,102, Nils Hjorth, 7th January—Bangkok and Swatow 6th January, Rice—Thoresen & Co.

CHOYSANG, British str., 1,424, M. Courtney, 11th January—Swatow 10th January, General—Jardine, Matheson & Co.

CHUSANG, British str., 1,717, C. J. Matlock, 5th January—Sandakan 30th December, General—Jardine, Matheson & Co.

DAISICHI MARU, Japanese str., 1,923, Sudzuki, 6th January—Mojoi 29th January, Coal—Mitsui Bishi Goshi Kaisha.

DEWAKONG, British str., 1,057, Shearer, 9th January—Hoihow 8th January, General—Carmichael Clarke.

EIGER, Norwegian str., 875, E. Fingelsen, 9th January—Dahly 3rd January, Bean and Bean Oil—Chinese.

HAKUTO MARU, Japanese str., 2,120, Marita, 7th January—Sourabaya 29th December, General—Dodwell & Co.

HENOA MARU, Japanese str., 1,950, Toyama, 4th January—Miki 29th December, Coal—Mitsui Bussan Kaisha.

HIKOSAN MARU, Japanese str., 2,275, S. Suzuki, 5th January—Miki 30th December, Coal—Mitsui Bussan Kaisha.

HISANG, British str., 2,929, Kennedy, 8th January—Sandakan 3rd January, Logs—Jardine, Matheson & Co.

HUE, French str., 709, A. Cornelissen, 10th January—K. C. Wan 9th January, General—A. R. Marty.

JADE, French str., 386, J. Pannier, 9th January—Haiphong 6th January, Rice—Order.

KAIYO MARU, Japanese str. Y. Yamamoto, 9th January—Swatow 8th January, General—Osaka Shosen Kaisha.

KOMAGATA MARU, Japanese str., 1,519, T. Yamamoto, 6th January—Hongkong 2nd January, Coal—Dodwell & Co.

KWANGSANG, British str., 1,803, Jones, 7th January—Amoy 4th January, Ballast—Butterfield & Swire.

KWANTON, Chinese str., 1,538, E. Stewart, 9th January—Shanghai 6th January, General—Chinese.

LUCROW, British str., 1,221, Meathrel, 10th January—Shanghai 7th January, General—Butterfield & Swire.

MIYO MARU, Japanese str., 820, J. Tachibana, 4th January—Dairen 28th December, Beans—Osaka Shosen Kaisha.

NATICA, British str., 3,959, Brainston, 7th January—Shanghai 3rd January, Nil—Asiatic Petroleum Co.

NICHIO MARU, Japanese str., 3,386, T. Sone, 6th January—Saigon 29th December, Rice and Flour—Mitsui Bussan Kaisha.

PHUMPHEN, British str., 1,016, Bird, 8th January—Saigon 30th December, Rice—Chinese.

RYNSHO MARU, Japanese str., 1,505, Shinokawa, 10th January—Dairen 3rd January, Coal—Mitsui Bussan Kaisha.

SABINE RICKMERS, Dutch str., 573, J. Schuurman, 4th January—Swatow 3rd January, Ballast—Asiatic Petroleum & Co.

SELBY, Norwegian str., 863, Hovbrenner, 9th January—Bangkok 31st December, Rice—Thoresen & Co.

TAIYO MARU, Japanese str., 1,953, Funote, 6th January—Mojoi 30th December, Coal—Mitsui Bussan Kaisha.

TENMAI MARU, Japanese str., 1,954, Tamura, 7th January—Mojoi 1st January, Coal—Mitsui Bussan Kaisha.

